

MASON'S
DELICIOUS
O.K.
SAUCE.

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HONG KONG, FRIDAY, MARCH 14, 1930.

伍拜禮 日肆拾月叁年卅百九千壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after DECEMBER 6th, 1929, until Further Notice (all previous
Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Kowloon Dep.	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	2.10	2.25
Yau Ma Tei Dep.	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30
Shatin Dep.	7.01	7.16	7.31	7.46	8.01	8.16	8.31	8.46	9.01	9.16	9.31	9.46	10.01	10.16	10.31	10.46	11.01	11.16	11.31	11.46	12.01	12.16	12.31	12.46
Tai Po Dep.	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00
Market Dep.	7.20	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05
Fanling Dep.	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15
Shing Mun Dep.	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20
Shum Shu Dep.	7.41	7.56	8.11	8.26	8.41	8.56	9.11	9.26	9.41	9.56	10.11	10.26	10.41	10.56	11.11	11.26	11.41	11.56	12.11	12.26	12.41	12.56	1.06	1.21
Canton Arr.	12.05	12.20	12.35	12.50	1.05	1.20	1.35	1.50	2.05	2.20	2.35	2.50	3.05	3.20	3.35	3.50	4.05	4.20	4.35	4.50	5.05	5.20	5.35	5.50

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Canton Dep.	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55
Shum Shu Dep.	7.17	7.32	7.47	8.02	8.17	8.32	8.47	9.02	9.17	9.32	9.47	10.02	10.17	10.32	10.47	11.02	11.17	11.32	11.47	12.02	12.17	12.32	12.47	1.02
Shing Mun Dep.	7.22	7.37	7.52	8.07	8.22	8.37	8.52	9.07	9.22	9.37	9.52	10.07	10.22	10.37	10.52	11.07	11.22	11.37	11.52	12.07	12.22	12.37	12.52	1.07
Fanling Dep.	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15
Market Dep.	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.05	1.20
Tai Po Dep.	7.44	7.59	8.14	8.29	8.44	8.59	9.14	9.29	9.44	9.59	10.14	10.29	10.44	10.59	11.14	11.29	11.44	11.59	12.14	12.29	12.44	12.59	1.04	1.19
Shatin Dep.	7.57	8.12	8.27	8.42	8.57	9.12	9.27	9.42	9.57	10.12	10.27	10.42	10.57	11.12	11.27	11.42	11.57	12.12	12.27	12.42	12.57	1.07	1.22	1.37
Yau Ma Tei Dep.	8.11	8.26	8.41	8.56	9.11	9.26	9.41	9.56	10.11	10.26	10.41	10.56	11.11	11.26	11.41	11.56	12.11	12.26	12.41	12.56	1.06	1.21	1.36	1.51
Kowloon Arr.	8.17	8.32	8.47	9.02	9.17	9.32	9.47	10.02	10.17	10.32	10.47	11.02	11.17	11.32	11.47	12.02	12.17	12.32	12.47	1.07	1.22	1.37	1.52	2.07

For First Class Passengers Only. Will Stop at Any Station on Request.
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EXCURSION TO MACAO:—

On SUNDAY, 16th MARCH
S.S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 A.M.
and from Macao at 4.00 P.M.

NOTE.—All Steamship Company's Steamers are fitted with Wireless.

GREAT BRITAIN'S TRIUMPHS IN THE AIR.

DUKE OF YORK ON SPEED RECORDS.

NOTABLE LIST OF FIVE BRILLIANT BRITISH PERFORMANCES.

The many notable performances of British aviation in the past year were celebrated at a dinner given at the Savoy Hotel, London, by the Royal Aero Club, at which the Duke of York was the principal guest.

Sir Philip Sassoon, the chairman of the Royal Aero Club, who presided, announced the list of notable performances and awards as follows:—

Flight to India and back in eight days. August 2-9, 1929.—Royal Aero Club Gold Medal, Captain C. D. Barnard; illuminated address, the Duchess of Bedford.

Britannia Trophy (awarded for most meritorious performance of the year).—Lady Bailey, for her light aeroplane flight from England to South Africa and back along the West Coast.

100-kilometre record.—Flight-Lt. H. R. D. Waghorn, on September 7, 1929. Supermarine-Rolls-Royce S.6, at a speed of 330.1 m.p.h., beating the previous record of 1927 by no less than 30 m.p.h. On the same day, less than two hours later, this performance was eclipsed by Flight-Lieutenant R. L. R. Atcherley, also flying a Supermarine-Rolls-Royce S.6, at a speed of 331.6 m.p.h.

Royal Aero Club certificates.—Flight-Lieutenant H. R. D. Waghorn. Flight-Lieutenant R. L. R. Atcherley, Supermarine Aviation Works, Limited, and Rolls-Royce, Limited.

World's Speed Record.—Flight-Lieutenant G. H. Stainforth, on September 30, 1929, at Calshot, on a Gloster-Napier 8. Speed, 336.3 m.p.h. This performance gave to Great Britain its first world's greatest speed record.

Two days later, on September 12, 1929, Squadron-Leader A. H. Orlebar, on a Supermarine-Rolls-Royce S.6 beat all previous world's records for greatest speed, by attaining 357.7 m.p.h. This record still stands and is 39 m.p.h. in excess of the Italian record of 1928.

Certificates of Royal Aero Club.—Flight-Lieutenant G. H. Stainforth, Squadron-Leader A. H. Orlebar, Gloster Aircraft Company, D. Napier and Son, Supermarine Aviation Works, and Rolls-Royce, Limited.

Schneider Trophy team.—Silver cigarette boxes presented by the Royal Aero Club to Squadron-Leader A. H. Orlebar, Flight-Lt. G. H. Stainforth, Flight-Lieutenant D. Arey Greig, Flight-Lieutenant H. R. D. Waghorn, Flight-Lieutenant R. L. R. Atcherley, and Flying Officer T. H. Moon.

The Duke's Speech.

The Duke of York responded to the toast of the Royal Family and proposed the toast of "British Aviation." He said:—Every day we read of some new and magnificent feat of skill and endurance performed by a man or woman in the most up-to-date machine. I am especially glad to be able to accept your invitation, first, because I served in the R.A.F. and became a pilot just after the War, and, although of late years I have not flown, I should like to mention the fact that my brother, the Prince of Wales, is the owner of an aeroplane and makes full use of it whenever he can find an opportunity to do so in his busy life. And the second reason why I am delighted to be present is because it enables me to associate myself with the tribute which has already been paid, and is again being paid this evening, to that skilful team of officers of the R.A.F. which retained for Great Britain the Blue Riband of the Air World—the Schneider Trophy. You all know the details of that race and how it was won at a speed of some 328 miles an hour by Flight-Lieutenant Waghorn, piloting with superb skill a Supermarine-Rolls-Royce aeroplane of remarkable power; how records were made and broken again in the race itself by that officer and his colleague—Flight-Lieutenant Atcherley—flying a sister machine; and, last, when the pure speed record was attempted, how Squadron-Leader Orlebar and Flight-Lieutenant Stainforth broke new records not a week old.

Then there are others to whom honour is due. We find as one of the directors of the Supermarine Aviation Works a brilliant aircraft

designer, Mr. R. J. Mitchell, and, allied with him in the Schneider Trophy victory, a veteran engineer who is still the moving spirit of the world-famous firm, Mr. F. H. Royce. Such a combination is surely proof of the absurdity of the statement we sometimes hear that the hand of British industry is losing its cunning.

Triumph for British Industry.

British industry has more than a reflected glory from the triumph we are celebrating to-night. Forty trades, I am told, contributed to it, and the steelmaker in Sheffield, the light alloy trades of Birmingham, to name two only, played their part; while research workers in Government establishments and private laboratories all had a hand in that victory.

There have been of late many notable long-distance flights which I could enumerate. I will merely refer to one, and that is the bridging, last year, by the Fairey-Napier monoplane of England and India in one flight. The value of that last achievement is not dimmed by the disaster which befell the two gallant officers—Squadron-Leader A. G. Jones Williams and Flight-Lieutenant N. H. Jenkins—in attempting in the same aeroplane the yet greater feat of flying non-stop to South Africa; forces of nature, and not the default of man, so tragically terminated an enterprise full of high hope. I learn to-night that the Royal Aero Club has decided to award these two officers posthumously the gold medal of the club, the highest honour within its power to bestow.

The non-stop flight to India brings me to yet another achievement. I refer to the flight to India and back in just under eight days of Captain C. D. Barnard and the Duchess of Bedford, whom we are so glad to welcome here this evening, and to whose labours and courage in the cause of aviation I am glad to pay my tribute. Another lady's name will be present in your minds. Needless to say, I mean Lady Bailey, who set a new standard for women aviators, by her single-handed flight in a light aeroplane from England to the Cape, and, by her return along the West Coast, blazed a new trail for the private owner. No honour has been more fully deserved than that which has lately been conferred upon her. (Continued on Page 4.)

THE HONGKONG

PENINSULA HOTEL;
HONG KONG HOTEL;
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AGENTS,
2, QUEEN'S BUILDING.

LOCAL MAPS

Peak District,
Kowloon,
Victoria,
New Territories.
HONGKONG DAILY PRESS.

Where to have Tiffin
To-day.

LANE CRAWFORD'S RESTAURANT. MENU.

From the Joint Waggon
Roast Saddle of Lamb, Mint
Sauce and Vegetables...95 cts.

To-day's Tiffin—\$1.35.

- 1.—Purée Brown Pea Soup
- 2.—Fried Fish Cake
- 3.—Kai Sze Chow Min
雞絲炒麵
- 4.—Grilled Veal Chop
and Saratoga Chips
- 5.—Roast Pheasant, Bread Sauce
- 6.—Curried Pork
- 7.—Roast Potatoes
- 8.—Boiled Potatoes
- 9.—Lyonnaise Potatoes
- 10.—Spinach
- 11.—Toast Pudding
- 12.—Fruit 13.—Tea 14.—Coffee

Diary of Coming Events.

To-day. (March 14.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.
Lammerts Auction: Household Furniture, 2.30 p.m.
Hockey: Club v. Recreio II, King's Park, 5 p.m.
Colony's Chess Championship, D. E. Carvalho v. Sir Henry Pollock, O. Hassan v. H. W. Randall, C. M. Sequeira v. G. Woudenberg.
Lawn Tennis.—Open Singles: Ho K. Lau v. Ng Sze Kwong, S. A. Ramjahn v. Cheng Chi Wing.
Dairy Farm, Ice and Cold Storage Co., Ltd., 24th Ordinary Yearly Meeting, 2, Lower Albert Road, 11 a.m.
V.R.C. Annual Meeting, 6 p.m.
University Lecture: "Elements of Television," Prof. M. H. Roffey, 8.45 p.m.
Concert: Kowloon Branch, Helena May Institute, 8.45 p.m.
Queen's Theatre: "Words and Music."
World Theatre: "Red Dance."
Star Theatre: "Woman they talk about."
Tea Dances: Hong Kong and Peninsula Hotels, 8 p.m.
Dinner Dances: Hong Kong and Peninsula Hotels, 8.30 p.m.
European Mails.—Inward: Europe via Siberia (Kalyan). Outward: Europe via Siberia (Athos II.), 2.30 p.m.

Saturday. (March 15.)

Golf Bogey Pool, Fanling.
Fanling Hunt and Race Club: Hounds Meet Hunter's Arms, 4 p.m.
League Cricket.—Division II: Craigengower v. C.S.C.C., H.E.C.C. v. Kowloon C.C.
Friendly Cricket.—Division II: Kowloon C.C. v. H.K.C.C., University v. The Army, Division II: I.R.C. v. Recreio, Police v. D.B.S.
Rugby Football: Finals of Triangular Tournament: Club v. Navy, Club ground, Happy Valley.
League Football:—Senior: Navy v. St. Joseph's, S. China v. Club, Police v. Recreio, Kowloon v. Somerset. Junior: Navy v. Recreio, S. China "B" v. R.A., St. Joseph's v. Eastern, S. China "A" v. University, R.A.M.C. v. Kowloon, Chinese "A" v. Chinese "B."
H.K. Telephone Co., Ltd., 5th Ordinary Yearly Meeting, Exchange Building, 11 a.m.
St. Paul's College, Prize Giving Theatre Royal, 2.30 p.m.
Queen's Theatre: "Words and Music."
World Theatre: "Red Dance."
Star Theatre: "Woman they talk about."
Tea Dances: Hong Kong and Peninsula Hotels, 8 p.m.
Dinner Dances: Hong Kong and Peninsula Hotels, 8.30 p.m.
European Mails.—Inward: Europe via Siberia (Kalyan). Outward: Europe via Siberia (Athos II.), 2.30 p.m.

European Mails:—Inward: Europe via Siberia (Pres. Taft). Outward: Europe via Marseilles (Kalyan), 10.30 a.m.; Europe via Siberia (Athos), 6 p.m.

Sunday. (March 16.)

Second Sunday in Lent.
Lecture and Discussion: "What are Heaven and Hell?" Preacher Rev. G. K. Carpenter, St. John's Cathedral, 6.30 p.m.
Golf: Bogey Pool, Fanling.
Kwong Yee Yee, 3 p.m.
Queen's Theatre: "Dynamite."
World Theatre: "Perils of the Jungle" and "Painted Post" at 5.15 and 9.20, "Slide Kelly Slide."
Star Theatre: "The Waning Sex."
Tea Dances: Repulse Bay Hotel, 4.30 p.m.
Monday.
(March 17.)
Sale of Crown Land: Kowloon Inland Lot No. 2319 and New Kowloon Inland Lot No. 1327, P.W.D. Offices, 3 p.m.
Hockey: Club v. H.K.S.R.A., Marina ground, 5 p.m.
Queen's Theatre: "Dynamite."
World Theatre: "Perils of the Jungle" and "Painted Post" at 5.15 and 9.20, "Slide Kelly Slide."
Star Theatre: "The Waning Sex."
Tea Dances: Hong Kong and Peninsula Hotels, 8 p.m.
Dinner Dances: Hong Kong and Peninsula Hotels, 8.30 p.m.
European Mails.—Outward: Europe via Victoria, B.C. (Pres. Jackson), 6 p.m. and via Siberia (Pres. Jackson), 6 p.m.

PETER DAWSON WHISKY



WHEN BROAD MINDS THINK ALIKE
"P.D. EXCELS SILVER MARKET"
ITS STANDARD (QUALITY) IS NEVER LOWERED.
Obtainable everywhere
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THERE IS SOMETHING
about a
DOLLY VARDON HAT
that makes it
DIFFERENT TO ALL OTHERS.
That is why all clever women
go to

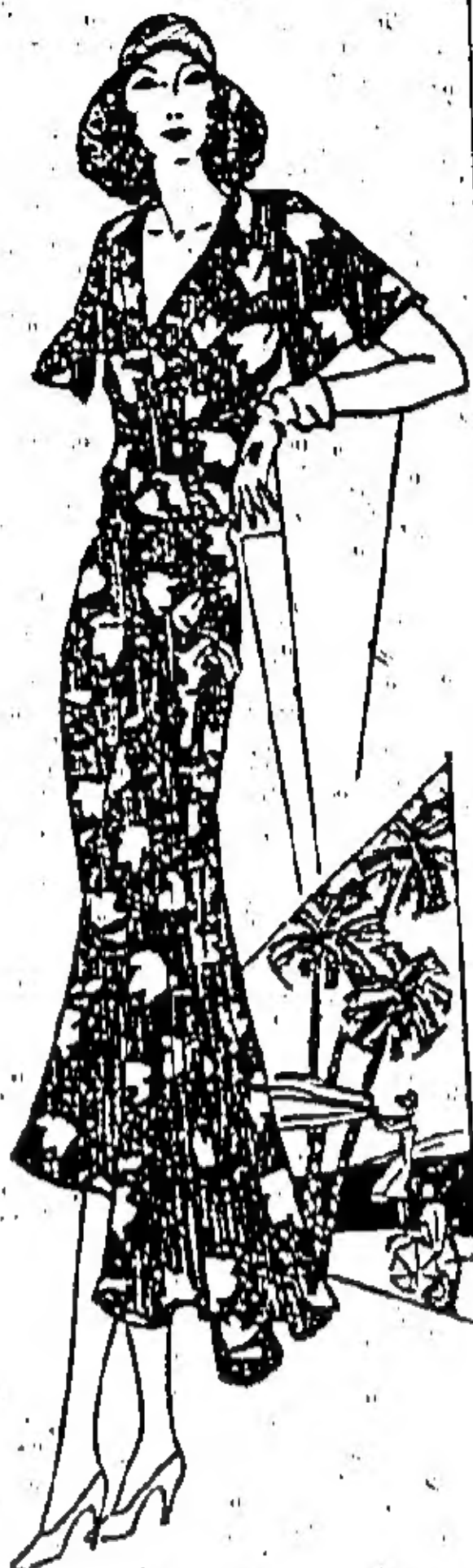
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From PARIS
EXQUISITE FROCKS
for
SUMMER DAYS

Cut for comfort in
warm climates without
any sacrifice of line
or style.

13, Queen's Road
Central.



BANKOK AND SILK.

HATS THAT ARE
"DIFFERENT."

The spring millinery is at first sight so simple in line and trimming that one wonders how any hats can be "different." But it is just when styles are simple that real artistry tells and there is so striking a difference between the mass production article and that which is the creation of an artist.

The hats which you will find on the shelves of the Dolly Vardon Hat Shop come under this second category. They are all hand made, and designed for particular facial types. A consignment of hats, arrives every ten days from America, the latest lot in are mostly bankoks and small hats of stitched silk, there are also some tagels and new fancy straws.



Among the bankoks is a charming hat of true apple green. The brim, of fairly big proportions, is prettily pleated. A pale apple green bankok takes modified poke bonnet lines. There are several black bankoks which are extremely smart, with their tailored appearance. One of them has the brim folded up, concertina-wise, in front and secured there with a pin. The brim of another is turned flat back against the crown in front and trimmed with a narrow edging of *grain*.

The hats of stitched silk are light and pretty. Some of them are trimmed with straw as, for example, one of blue *crêpe de chine*, patterned with oyster and a touch of red. Two "quills" of blue straw are crossed in front. Brown and white patterned silk makes another neat little hat with a small brim, and a delightfully gay effect is given in a hat of black *crêpe* patterned with yellow and red daisies.

Felt and straw is still a fashionable alliance. Besides the most attractive little tailored hats, one finds it again in quite large decorative shapes. This is charmingly exemplified in a large black hat. The top of the crown and the outer part of the brim are of felt, between there is close braiding of glazed tagel straw in a fancy weave.

NEW PRINTED MATERIALS.

LARGE AND SMALL PATTERNS.

This spring's colours are most attractive. There are tones of the fashionable colours, too, that will suit almost every type of womanhood—vivid yet delicate shades of tawny orange red or yellow, the reddish and golden browns, and quiet shades of fawn.

Greens are seen in an enormous variety of shades, many of them more or less of the turquoise or mistletoe green order. This will be a favourite fashion colour this year and is seen in conjunction with a soft oyster white. The faint pinks of an English wild rose and a lot of blue with a warmer pink note than usual is another colour often seen in the new printed fabrics for the spring.

Small all-over designs are in the majority among the printed voiles which have been unpacked at Whiteaway, Laidlaw's this week. At the other end of the scale, however, there are larger designs, in which the flowers may be three or four inches in diameter, backed by a light green design of reed or leaf-shaped foliage on a pastel coloured fabric.

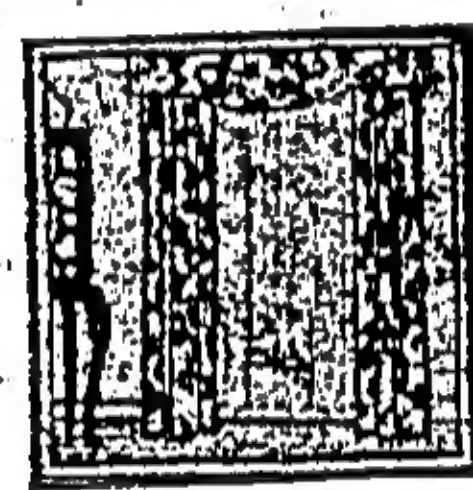
Printed voile promises to be even more fashionable this year than last, and polka dots are still used. Among this collection, of voiles (Nanette and Ferguson makes) I noticed also some large semi-formal patterns which are decidedly attractive.

PRINTED GEORGETTES.

SMALL DESIGNS AND CLEAR COLOUR.

Chiffon, muslin and georgette, printed with minutely small designs will, it is foretold, be much worn this summer. The new patterns are small but clear. Their colours are not startling though bright and the effect is not in the least spotty. From among the new printed georgettes just received by the Pioneer Silk Store, I should select two different designs as being typical of the prophesied summer fashions, though all of them are attractive. One of these has a tiny spray of growing flowers—just three little sticks with blobs of colour atop, growing out of a white line indicating the earth, in red, blue and white on a black ground. It is the most charming thing of its sort I have seen for a long while. I like another version, with a pale orchid ground and blue and mauve flowers, also, but not so well as the former. Equally charming is another design on a dull plum ground with irregular dots in a browner tone. Small bunches of flowers which look as if they belonged to a fairy's shadow cresset in red and green give colour and variety. A large design is also very attractive. I saw it with green and red bell flowers (each about the size of a 6-cent piece) on black, and with beige and red on mist blue.

Some very pretty pyjamas have also just arrived. I saw one pair in white silk which is embroidered with a delicate spray of flowers and birds in brightish pastel shades of silk. The jumper is sleeveless. I cannot quite believe that these pyjamas would wash—though I was assured that would—but they are certainly very dainty and would be pretty for boudoir wear.



THE HOME YOU LIVE IN.

FABRICS AND CAREERS.

"Nature abhors a straight line"—and nature is as safe a guide in furniture as in nearly everything else. The master-craftsmen of bygone years knew this secret, and that is why the work of such men as Chippendale and Hepplewhite, with its exquisitely harmonious lines and curves, continues to live in each succeeding generation, and to be sought after with ever-increasing admiration.

Not enough importance is attached to the psychological influence of the objects with which we surround ourselves in our homes. Their effect on the mind for good or ill is incalculable, and it is unquestionably true that the objects on which tired eyes rest in their leisure hours have much to do with the quality of the work performed when the struggle is resumed.

So do not forget that in choosing your furniture you may be shaping your own career!

Colour, too, as any psychologist will tell you, is of immense importance, and now that the world is settling down again after the period of jangled nerves which was the result of the war, we are turning more and more to soft harmonious colour blending and giving up the eccentric jazz patterns and discords.

The new art silk furnishing fabrics which have just been received by Whiteaway, Laidlaw's are as perfect in colour harmony as you could desire. Their richness of material is in accordance with the tendency of the period, and it would be hard to find a more gracious and lovely background for modern dresses than hangings of these new fabrics. There are a series patterned in subdued cretonne designs: olive green with greenish, pinks and cinnamons, flame with terracotta pinks, and another lovely tawny material which reminds one of an autumn wood seen through mist. Besides these there are two fabrics which halt as it were between two opinions, with their "lightening" stripes woven in gold or silver. That with the gold, a rich tawny red is less "jazzy" than the other—pink with silver—because the colours blend more closely, and is in consequence the more modern looking of the two, but I can imagine the pink and silver looking extremely well, especially as chair covers.

LIGHT WEIGHT STRAWS.

POKE BONNET SHAPES AGAIN.

The poke bonnet made a determined attempt at a "come-back" last summer but was not much used except by one or two of the more exclusive Paris milliners. It has re-appeared in a more popular form, however, this year, of which you can see several charming examples among the collection of spring models now showing at the Felix Hat Shop. It appears, for example, in madonna blue tagel with a simple band of toning *grain* round the crown, and again in a pale lemon lace straw similarly trimmed.



A very chic little toque shape in the tailored style is made of fine black tagel narrowly bound with black *grain*. Three little bows of the same ribbon are posed one above the other, black, beige and scarlet, on the right side of the crown. Another version of black and red is seen in a hat of black varnished straw with a drooping brim. The crown has *appliqué* pieces of red silk and velvet sewn on with decorative stitches. An unusual form of trimming, and one which is particularly kindly to the head with growing hair, is found on a small close fitting hat of cinnamon lace straw. It takes form of a large bow of *grain*, in the same tone, half of which appears from under the brim, which covers the nape of the neck.

WOMAN'S PAGE.

Getting back strength after illness

It is the great restorative value of Bovril which has gained for it the universal approval of doctors and nurses. It stimulates and nourishes without any of the reaction of drugs and harmful stimulants. The good that Bovril does a convalescent is permanent good—so much ground regained on the pathway to health.

Never be without Bovril in the house—not only for emergencies but for daily use as a stimulating and nourishing health drink.



IT-MUST-BE
BOVRIL

WHITEAWAYS.

SUMMER DRESS FABRICS

NEW VOILES.

We have just received our new stocks of Voiles. Newest Designs and Colourings

38 inches wide

PRICES:

\$1.95 to \$2.50



NEW TOBRALCO.

New Designs and Colourings in this Popular Material for Ladies' and Children's Dresses, Shirts, etc.

27 and 38 inches wide

\$1.35 to \$1.95 YARD



TOBRALCO
THE TENNIS FAVOURITE

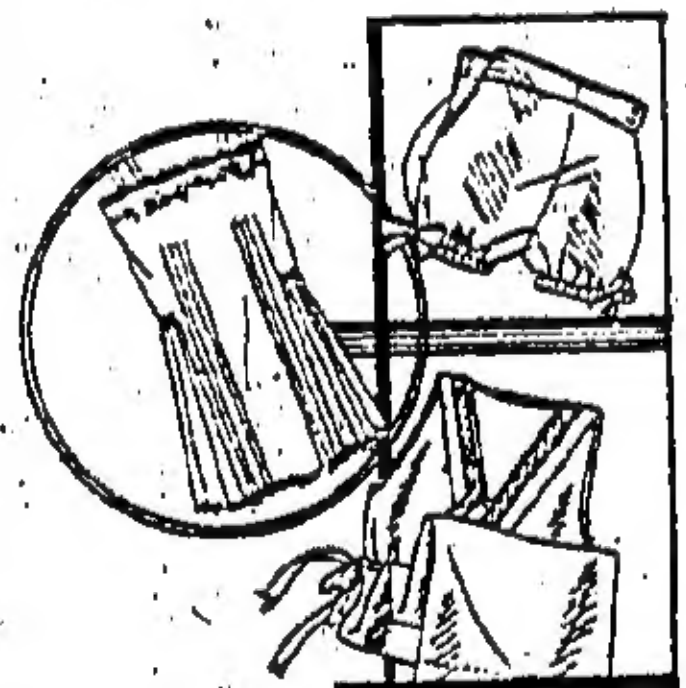
NEW ART SILK FABRICS

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PIONEER SILK STORE

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If you make your own, come and see our wide range of specially selected silks.

If you wish to buy them ready made, we have the finest stock of embroidered silk underwear.

NEW PRINTED MATERIALS.

LARGE AND SMALL PATTERNS.

This spring's colours are most attractive. There are tones of the fashionable colours, too, that will suit almost every type of womanhood—vivid yet delicate shades of tawny orange red or yellow, the reddish and golden browns, and quiet shades of fawn.

Greens are seen in an enormous variety of shades, many of them more or less of the turquoise or mistletoe green order. This will be a favourite fashion colour this year and is seen in conjunction with a soft oyster white. The faint pinks of an English wild rose and a lot of blue with a warmer pink note than usual is another colour often seen in the new printed fabrics for the spring.

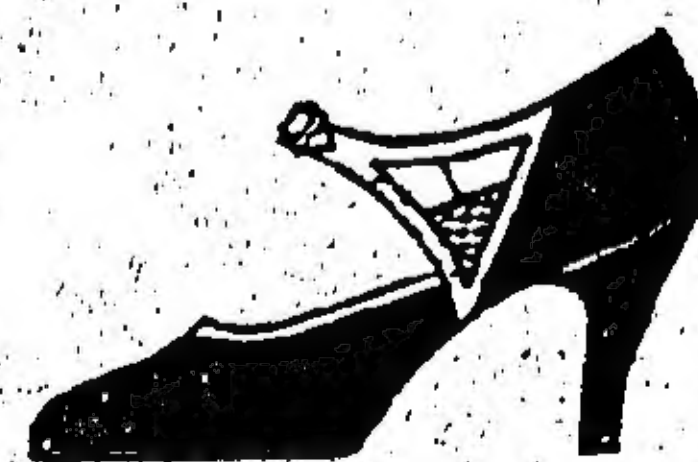
Small all-over designs are in the majority among the printed voiles which have been unpacked at Whiteaway, Laidlaw's this week. At the other end of the scale, however, there are larger designs, in which the flowers may be three or four inches in diameter, backed by a light green design of reed or leaf-shaped foliage on a pastel coloured fabric.

Printed voile promises to be even more fashionable this year than last, and polka dots are still used. Among this collection, of voiles (Nanette and Ferguson makes) I noticed also some large semi-formal patterns which are decidedly attractive.

In the Ladies' Salon

"Steps towards beauty"

THE WOMAN WHO WEARS THE SHOES DESIGNED FOR THE SUMMER 1930 HAS TAKEN A STEP TOWARDS BEAUTY, A STEP, MOREOVER, WHICH IT WILL BE HER GREATEST PLEASURE TO MAKE.



LANE, CRAWFORD, LTD.

LADIES' SALON (MEZZANINE FLOOR).

TEL. C. 4567.

"TEA-SHOP" BEAUTY.

IRIS DUBARRY ON ART OF MAKE-UP.



Many a girl has won a reputation for natural beauty when she is merely a clever artist.

"False faces" come in for a goodly share of criticism when good fellows get together. Sooner or later every man in the crowd makes the sage remark, "But my girl uses no make-up—she doesn't have to."

And women smile. They know fully well that many a girl has won a reputation for natural beauty when she is merely a clever artist.

It isn't the use of make-up that gives rise to adverse comment, but the shameful misuse. Whether men object for artistic reasons or because "faces" have a disagreeable habit of coming off, is a question that remains unanswered. Certainly no man wants to wear his girl friend's complexion on his sleeve!

The real purpose of make-up is to enhance beauty. Powder was never intended as a subterfuge to hide a blemished complexion, and

it is asking too much of a lipstick to provide lips as well as colour. Rouge may prove friend or traitor, depending upon the skill with which it is applied.

An invaluable aid to successful make-up is a good mirror well lighted. Poor mirrors and insufficient lighting will have a lot to answer for if a day of reckoning ever comes.

Powder should be chosen with care and should be patted on instead of rubbed in. The shade of one's powder should be governed by the shade and texture of the skin.

Lip-stick should match the rouge. Eye shadings are for evenings only, unless one is a real artist at make-up.

After you have finished with the make-up boxes study your profile in the mirror.

TO FEED A BABY BY HIS WEIGHT.

WHEN USING GLAXO.

If your doctor wishes you to regulate the quantity of baby's food by his weight, instead of by his age, you will find a very simple way of doing this as follows—

Allow half a measure of food and one tablespoonful of water for each pound of body weight.

An infant weighing 10 lb. should be given 5 measures of food and 10 tablespoonfuls of water. The number of feeds in 24 hours will be according to the directions on the tin for feeding by age unless otherwise directed by the doctor or nurse. The directions on the tin should be carefully followed until baby is three months old or until after the number of feeds is reduced to five per day, otherwise there may be risk of overfeeding.

The least amount on which your baby gains satisfactorily is the right amount. Watch your baby's gain in weight. A rapid gain is the first warning that baby is being overfed. Remember, a slim, firm baby is far healthier than a fat, heavy baby. For the first six months of baby's life he should never gain more than 5 ounces per week. From 6 months to 12 months baby should never gain more than 4 ounces per week. If baby gains more than 4 or 5 ounces a week regularly—that is for 2 or 3 weeks running—slightly reduce the amount given at each feed immediately. The time to watch the dangerous time, when baby is most inclined to put on weight too rapidly—is during the sixth, seventh, eighth and ninth months.

Husband at Willesden: Dinner, you call it! All my wife gets me is a sausage served on a sheet of newspaper.

No more Sleepless Nights!



If you cannot sleep, or your sleep is fitful and broken, the chances are that your digestive system is at fault. Eno is the natural preventive of sleeplessness which comes from this cause. Eno's "Fruit Salt" goes to the root of the trouble—frees your system from the waste products of digestion—keeps your bloodstream cool and clean.

Adopt the proved rule of health: Eno first thing every morning. Then you will sleep easily and soundly, and awake refreshed and renewed.

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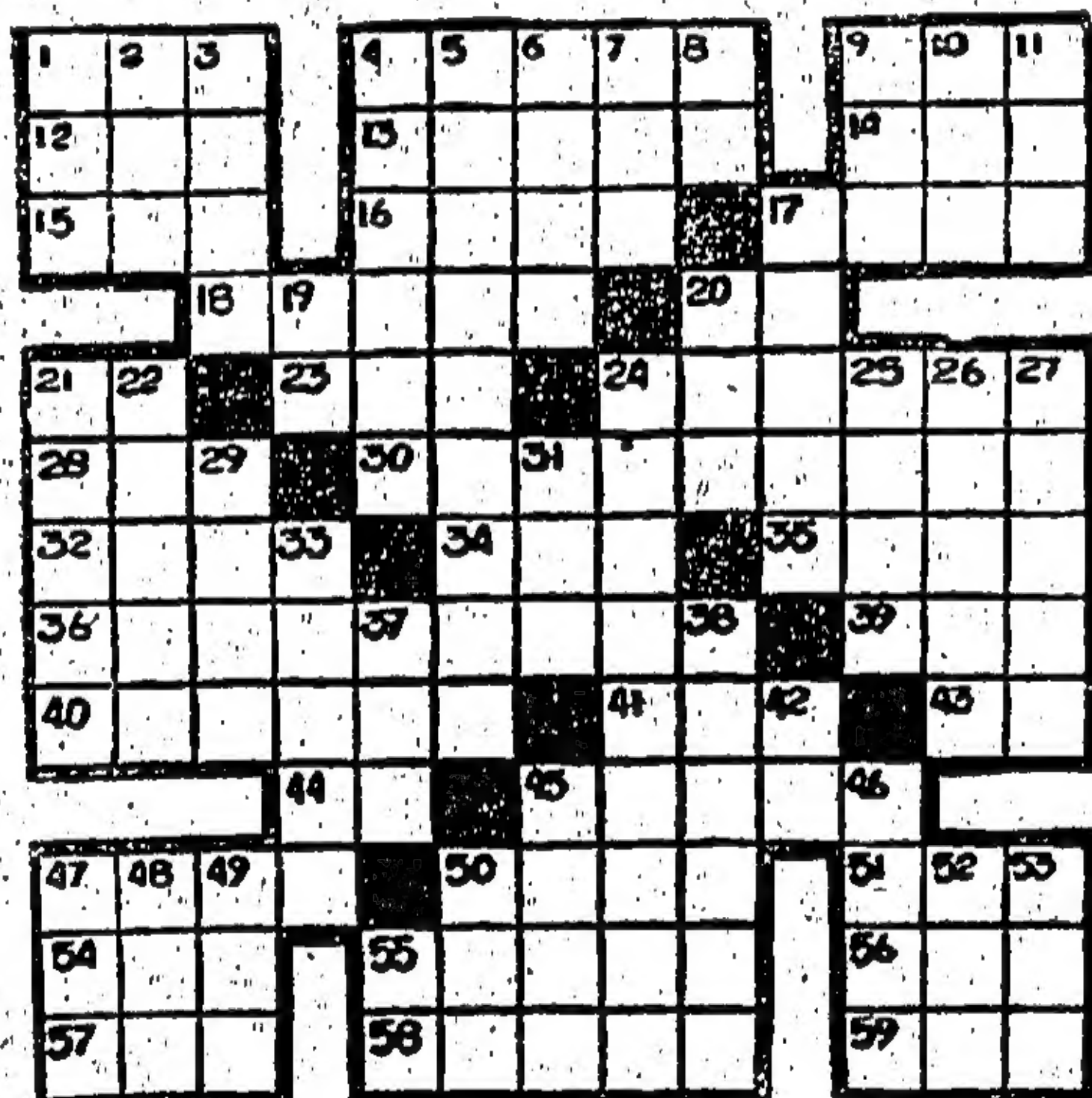
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ENO

CROSSWORD PUZZLE.



Horizontal.

- 1.—Aeriform fluid.
- 4.—Large nail.
- 9.—To sigh convulsively.
- 12.—Cool dessert.
- 13.—Danger.
- 14.—Shade.
- 15.—By "birth."
- 16.—Mine entrance.
- 17.—Simple.
- 18.—City of Europe.
- 20.—Father.
- 21.—By.
- 22.—Border.
- 24.—Athena.
- 26.—To wager.
- 30.—To lay waste.
- 32.—To declare.
- 36.—Splits into fragments.
- 38.—Scotch for one.
- 40.—American humorist and poet.
- 41.—Antique.
- 43.—Comparative ending.
- 44.—French for "and."
- 45.—To look around pryingly.
- 47.—Expression of sorrow.
- 50.—Cleaning substance.
- 51.—Female sheep.
- 54.—Nothing.
- 55.—To falsify as a signature.
- 56.—To mistake.
- 57.—Welsh river.
- 58.—Put up stake.
- 59.—A grain.

Vertical.

- 1.—A liquor.
- 2.—High end.
- 3.—To percolate.
- 4.—Freed.
- 5.—Pieces over door.
- 6.—A flower.
- 7.—Equipment.
- 8.—Spanish article.
- 9.—Feminine pronoun.
- 10.—Pronoun.
- 11.—An insect.
- 17.—Island in Mediterranean.
- 19.—Exclamation.
- 20.—Dance step.
- 21.—To embarrass.
- 22.—In music, time.
- 24.—Guardianship.
- 25.—Volcanic rock.
- 26.—To make up for.
- 27.—Drain.
- 29.—Money box.
- 31.—To contend.
- 32.—Coins.
- 37.—A device for catching fish.
- 38.—Inclines.
- 42.—To act.
- 43.—Kind.
- 46.—Nobleman.
- 47.—Conjunction.
- 48.—Fib.
- 49.—Malt liquor.
- 50.—Offspring.
- 52.—Crooked.
- 53.—Before.
- 55.—Musical note.

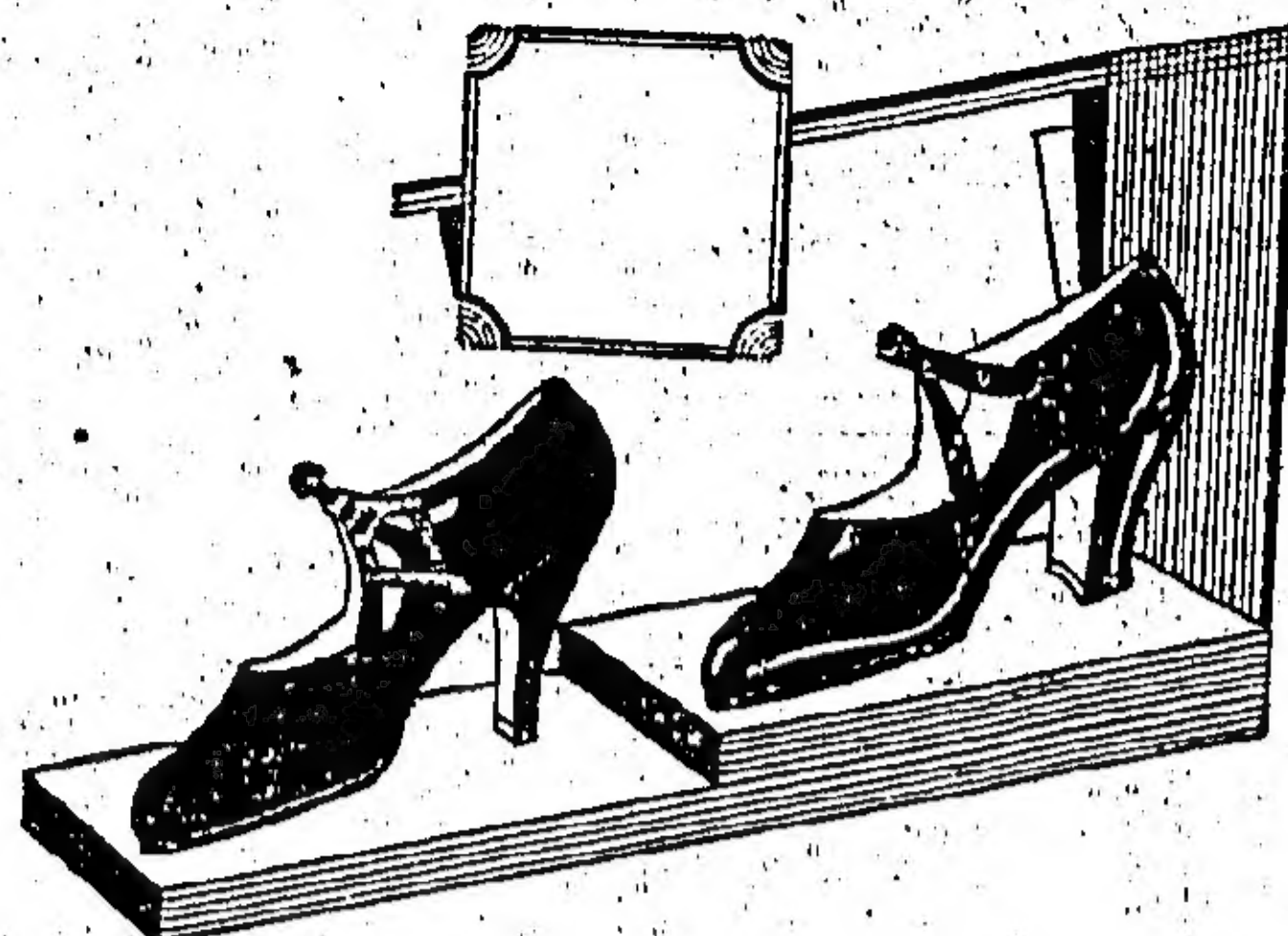
YESTERDAY'S SOLUTION.



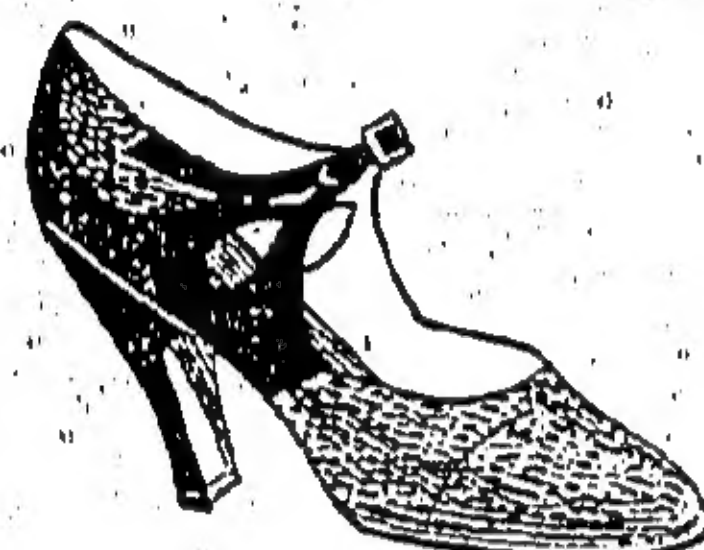
WOMAN'S PAGE

NEW STEPS IN SHOES.

RIBBED SILK FOR SUMMER DAYS.



While plain shoes are decidedly with us and the pump is a favourite for all who can wear it, smart shoe-makers are using accents in the way of subdued trimming, cleverly contrived to break up too long a line and to give slenderness and a harmonious division of the shoe by contrasting leather or a slight contrast in tone. Lizard has not lost its popularity and is combined half-and-half with patent leather or kid for the vamp by some makers, or is used for very fine edging bands.

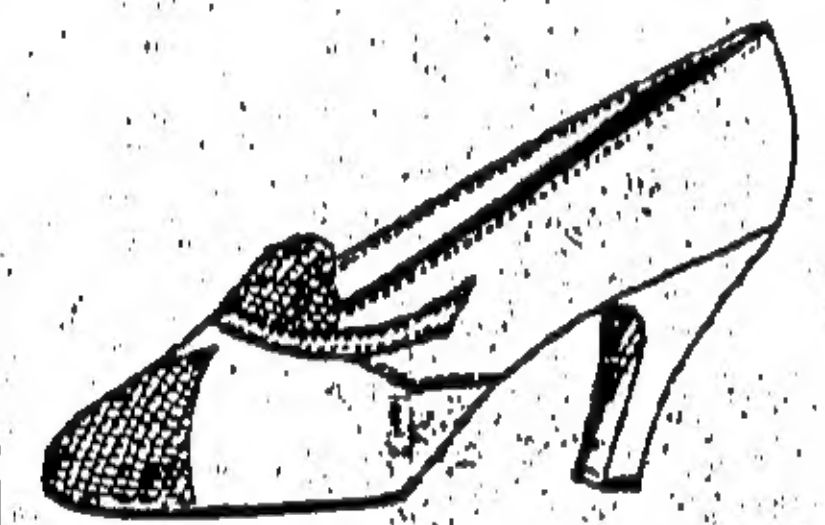


There is less brogueing, except on the classic models, which demand it, and more fine outlines that give a note of elegance in key with the mode. This, however, is confined to the pumps, the one-strap shoes relying on the contrast of the two leathers. A direct contrast of colour is seen, also, as brown or grey combined with black. Kid keeps its place for afternoon, but is closely rivaled by ribbed rayon, and patent leather is important, but better used for part of the shoe or fine trimmings than alone. Evening slippers continue to match the gown in material as well as color. Satin, too, is creeping back to favour, though *crêpe de chine* is still important. Here, again, fine curved bands, delicate strapping, and a tracery of gold kid, moire, or faille emphasise the

workmanship of otherwise plain slippers. Pastel shaded *cuir féérique* (a *nué* kid) in the same shade of *crêpe de chine* as the allippers is used for fine trimmings or bindings.

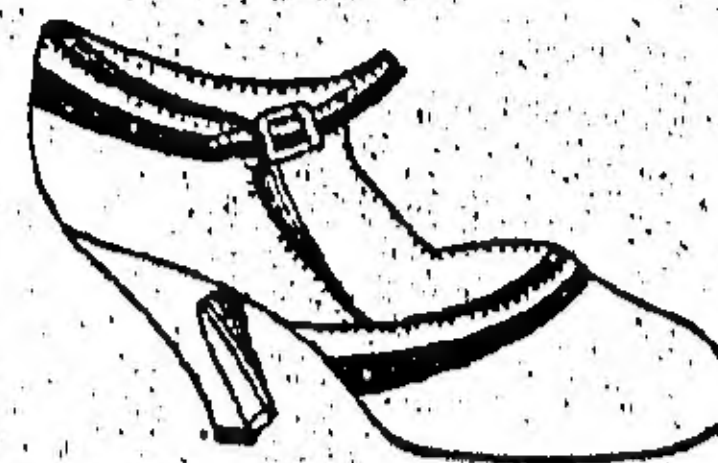
One-strap models sometimes have tiny rhinestone buckles. Lovely new laces are appearing in designs that are in many cases woven exclusively for the particular shop where they are shown. The smaller patterns in laces are most used and one giving a tiny check effect is very smart. Many small patterned brocades have a glimmer of gold.

Straps starting from the sole at each side and caught at the instep through a rhinestone buckle, then brought back to button at the sides, are frequently used. In general, evening slippers are very much cut out, in contrast to day shoes, which are covering more of the foot than of late. For dancing in particular nothing is better than the sandal. It is also a favourite for general evening wear with many women who do not find the court shoe becoming.



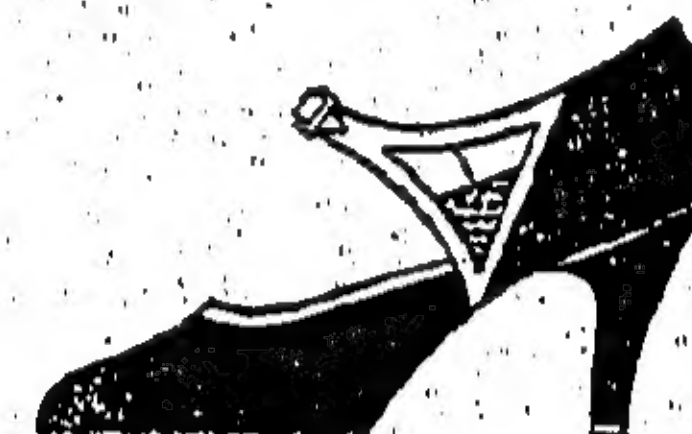
ing; the sandal tends to give a slender appearance to the foot and leg. For those who can wear it, the pump or court shoe remains, of course, as firm a favourite for evening as for day. Ribbed silk rayon is the newest material for afternoon shoes, it will be welcomed by women here

as it is so much cooler in the hot weather than kid. Lane, Crawford's have just received a shipment of shoes which include many examples of its use. A single strap model in beige rayon is pretty and very becoming to the foot. More decorative is a similar shoe having the heel and back covered with rayon printed to resemble lizard. A court shoe in oyster rayon will be much admired.



Among the kid shoes is a very pale caramel with an inset at the side of *cuir féérique*. Two other caramel kids with a single strap are trimmed with insets of the same material. A beige court shoe has insertions of navy blue kid running up petal-wise from the heel.

Stockings still keep on the whole to the more neutral colours—beaver, a dark sunburn, and grey shades, but it is important that they should tone exactly with the shoe, except when the latter are black, for day wear. To make this possible, Lane, Crawford's have imported with their new shoes, a consignment of silk stockings in exactly the same tones. They are of four well-known and reliable makes. Allen A. Gold stripe, Pointex and Merleys.



FASHION NOTES.

It is said that a lot of flimsy materials—chiffon, muslin, and georgette, printed with a minutely small design—will be worn this summer.

The new little cape effect falling in soft folds at the back forms a continuation of the gathered trimming at the V-shaped neck opening in front on many of the latest afternoon dresses.

Close-fitting sleeves also have little "capes" to match; they are put on at a slanting angle from elbow to midforearm, and flutter out most fascinatingly when the arms are in movement.

The yard-wide skirts are set on under tightly incased hip pieces, and fall in points to the ankles. Straps are sometimes put across a bare back now in the form of an X or a cross.

It is also fashionable to have the lowbacked opening bordered with a wide strip of material slightly gathered and the ends tied in a loose bow where the décolletage finishes.

Long white gloves are rarely seen now in the evening. Flesh-coloured ones are in favour.

In many cases the long evening gloves add a daring touch of colour to an evening gown.

Bright scarlet and green ones have been seen worn with black dresses, and one actress on the Paris stage wears long black ones with a dazzling all-white moire gown.



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Oh I say! That all you've got? Must have a man's meal, you know. Sustenance is what we want, not appetizers. Whole team to feed, you know, eleven mouths and all big 'uns. Ah! that's better. Now another half dozen—yes all Nestlé's—and we'll call it a deal.

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BRITAIN'S TRIUMPHS IN THE AIR.

(Continued from Page 1.)

"Father of the Air Force."

Then, within the last few weeks, the British air world heard with gratification that his Majesty the King had been pleased to honour two men who, in their respective spheres, have made their mark upon British aircraft progress. Marshal of the Air Force Sir Hugh Trenchard needs no introduction to this audience. He has been rightly called "the Father of the Air Force," and, while as Lord Trenchard he is now no longer actively associated with supreme command, it is a pleasant thought that, in the case of officers of high rank, their services and experience are always at the command of the State. The other name more intimately associated with your club and synonymous almost with all the Empire flights other than those carried out by the Services is that of Lord Wakefield, more familiarly known to you all by his former title of Sir Charles Wakefield. No man has deserved better of the British air world, not only by his generous support of the racing activities of your club but by his courage and vision in fostering Imperial flights.

Lastly, I see here the first Englishman to fly, a pleasant reminder of the youth of the science of aviation, for it was barely 21 years ago that Lieutenant-Colonel J. T. C. Moore-Brabazon made the first flight over English soil at, it is interesting to note, the Royal Aero Club's flying ground at Eastchurch.

Concluding, the Duke of York said the future of British aviation was indeed bright and its technical progress assured. Sir Philip Sassoon, chairman of the Royal Aero Club, replying, said that in furthering the progress of British aviation, members of the Royal Family had always been willing to do everything in their power. By precept and example they had been of the greatest practical assistance in stimulating healthy competition among all those actively engaged in aviation and by always applying themselves, whenever opportunity offered, to acquaint the minds of the general public to look upon flying as the ordinary, proper means of travel.

The Schneider Race.

Mr. F. Handley Page, chairman of the Society of British Aircraft Constructors, who also replied, said that to-day what this country wanted was publicity, propaganda, and the ability to show to the whole world the goods we had to sell. In the case of aviation he maintained that no other country could show anything like what we had in our shops and stores to sell. What were they to do about the Schneider Trophy race next year? he asked. He had heard the Prime Minister say to the Italian representatives that we were going to do our best to retain it. He (Mr. Page) wanted to know what was the best that Mr. MacDonald was going to do. Was it only going to be conversations, because one would like to see something more definite. The industry was willing and prepared to make considerable financial sacrifice in order to retain the trophy in this country. This would be the third time, and if we won it again it would never depart from this country.

Mr. F. Montague, Under-Secretary for Air, who also spoke, said that the Government had found that they could not in the immediate future take a direct part in fostering the important Schneider Trophy contest. There was a hard-faced angel who sat in the Treasury, and it was felt that the expenditure of public money involved by Government participation was no longer justified. That participation was undertaken originally for the purpose of the encouragement of construction and of the science of aviation and for the purpose of collecting data and results, and it was felt that the data and results so far had justified the expenditure of the past, but that the time had come for the industry itself to start running upon its own legs so far as that international trophy was concerned. He hoped that the industry would see their way to undertaking a British entry on a basis of their own enterprise in view of the international interest of the contest and its advertisement possibilities for the successful country, which they all hoped would be Great Britain next time, as on the last two occasions.

"ADVICE FOR INVESTORS."

READERS are reminded that inquiries relating to the share market are answered on page 11 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON
355 METRES.

11 to 11.30 a.m.—Commercial News.
12.30 to 1.30 p.m.—Demonstration programme.

1.45 p.m.—Weather report.

5 to 6.30 p.m.—Programme of Columbia records supplied by Messrs. Anderson Music Co.

"The House That Jack Built—Selection" (Parsons and Novel-lo), Ray Starita and His Ambassadors Band.

"Ivanhoe—Selection" (Sullivan, arr. C. Godfrey), The Regimental Band of H.M. Grenadier Guards.

"Vienna, Maidens, Waltz" (Ziehrer) and "Nights of Fragrance" (Ziehrer), New Concert Orch.

"Gottlieb's Cake Walk (The Children's Corner)" (Debussy) and "Dance of The Tumbler (Snow Maiden)" (Rimsky-Korsakov, arr. O'Donnell), B.B.C. Wireless Military Band.

5.30 to 6 p.m.—Children's programme.

6 to 7 p.m.—Chinese programme.

7 p.m.—4th Lesson on the study of Cantonese, Rev. H. R. Wells.

7.30 p.m.—Experimental programme.

9 p.m.—Evening programme of Columbia records supplied by Messrs. Anderson Music Co.

"Twentieth Century Poetry," by Professor B. Ifor Evans.

"Clarinet Concerto" (Weber), Band of The Garde Republicaine of France.

"Little Joan" (B. C. Hilliam) and "Maud Marie" (B. C. Hilliam), Flotsam and Jetsam.

"Norwegian Rhapsody" (Lalo), Orchestra Symphonique (de Paris).

"Lionel Monckton Memories" (Lionel Monckton), Columbia Light Opera Company.

"Regimental March Medley," Regimental Band of H.M. Grenadier Guards.

"Must It Be Always So" (Hilliam) and "Little Betty Bouncer" (Hilliam), Mr. Flotsam and Mr. Jetsam.

"Everybody's Melodies" (arr. J. H. Squire), J. H. Squire, Celeste Octet.

"There Reigned A Monarch In Thule" and "Sea Wreck," Muriel Brunskill.

"Aldershot Searchlight Tattoo," Band of H.M. Grenadier Guards with Full Choir.

10.30 p.m.—Close down.

WITHIN CALL.

The following ships expected to be in wireless communication with Hong Kong yesterday:—Sui Sang, Maceria, Juyo Maru, Chekiang, Suverier, Hon Sang, Lye-moon, St. Albans, Hirundo, Chinghua, President Jackson, Yuan Lee, Athos, Sauerland, Trier, Columbus, Kin-zan Maru, m.s. Fudra, Mayaguchi Maru, Pong Tong, Surabaya Maru, Taketoyo Maru, Malay Maru, Tin-how, Amerika, Shinsei Maru, Kwangchow, Adna, Kashima Maru.

BY ORDER OF THE MORTGAGEES.

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Situate in the Colony of Hong Kong.

FIRSTLY.—All that Piece or Parcel of Ground situate at Victoria, Hong Kong, and Registered in the LAND OFFICE as SECTION A OF SUBSECTION 2 OF SECTION A OF MARINE LOT No. 4, Together with the Messuage Erection and Buildings thereon known as No. 172, QUEEN'S ROAD EAST. Area: about 805.12 Square Feet. Proportion of Annual Crown Rent: \$13.70.

SECONDLY.—All that Piece or Parcel of Ground situated at near CHEUNG SWA WAN, KOWLOON, and Registered in the LAND OFFICE as NEW KOWLOON ISLAND LOT No. 20, Together with all the Messuages Erection and Buildings thereon. Area: 2,375 Square Feet. Annual Crown Rent: \$32.00.

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TWO LOTS

BY

PUBLIC AUCTION

ON

THURSDAY,

THE 27th DAY OF MARCH, 1930,

At 3 O'CLOCK P.M.

By

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AT THEIR

AUCTION ROOMS,

DUDELL STREET, VICTORIA,

HONG KONG.

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MESSRS. JOHNSON, STOKES AND MASTER,
PRINCIPAL BUILDINGS, HONG KONG.
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MESSRS. LAMMERT BROS.,
The Auctioneers,
Hong Kong, 14th Mar., 1930. [1812]

LAMMERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By

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ON

FRIDAY, MARCH 14,
Commencing at 2.30 P.M.

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DUDELL STREET.

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Comprising:—

Teak Hatstand, Glass Cabinets, Chesterfield Couch and Armchairs, Desks, Gramophones and Records, Pictures, Ornaments, Curios, Electric Table Lamps, Carpets, Rugs, Hall Clock, Pianos, Wardrobe Trunks, Electric Heaters, Saxophone and Clarinets, Books (Ordinances of Hongkong 1844/1920), etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Waggon, White Frost Refrigerators, Dinner Crockery, Glass Ware, Cooking Utensils, Ice Chests, etc., etc.

Teak, Iron and Brass Bedsteads with Mattresses, Dressing Tables, Chests of Drawers, Wardrobes with Bevelled Mirrors, Washstands, Linen, Chamber Stands, Commodes, etc., and

**A FINE COLLECTION OF BLACK-
WOOD FURNITURE.**

CATALOGUES will be issued.

TERMS.—CASH ON DELIVERY.

On View From THURSDAY, the 13th MARCH, 1930.

LAMMERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By

PUBLIC AUCTION,

ON

THURSDAY, MAR. 20,
Commencing at 11 A.M.

At The PREMISES OF THE
**TAIKOO SUGAR REFINING
Co., Ltd., QUARRY BAY.**

**A LARGE QUANTITY OF
REFINERY STORES**

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On View From WEDNESDAY, the 19th MARCH, 1930.

TERMS.—CASH ON DELIVERY.

LAMMERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By

PUBLIC AUCTION

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SATURDAY, MARCH 15,
At 11 O'CLOCK A.M.

At The TAIKOO DOCKYARD,
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(for account of the concerned)

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HAICHING HEROES.

GRATUITIES GRANTED BY GOVERNMENT.

VOTE APPROVED UNANIMOUSLY.

At yesterday's meeting of the Finance Committee the Chairman, the Hon. Mr. E. R. Hallifax informed the meeting that he had been asked by H. S. the Governor to approach the Council for their approval of certain gratuities to be granted to certain officers and men of the s.s. Haiching. These gratuities were made under Government Notification 521 dated September 20, 1928, and were given in recognition of meritorious service. The list of gratuities recommended were as follows:-

To the estate of Mr. Woodward, third officer, who lost his life, 2 years pay—£448.
To Mr. Perry the first officer who was wounded—£250.
To the Indian guard who was wounded and to two others who helped to defend the bridge \$250 each—£750.
To the wireless officer (Cheng Yan Tak) who remained at his post—£250.

To Mr. Mow a junk master who was attracted to the scene of the piracy by the reflection of fire and who subsequently was of great assistance taking over men from the ship's lifeboats and rescuing 10 persons from the water, and later arranging those rescued to the H.M.S. Sirdar—£200.

These votes were approved unanimously.

PRESENTATION TO MR. PATTENDEN.

HIS WORK FOR ST. JOHN'S CATHEDRAL.

A GENEROUS GIFT.

Sir Henry Pollock took the chair at the meeting in the Cathedral Hall yesterday, which followed the farewell reception to Mr. W. L. Pattenden, who after 30 years, is leaving the Colony next week on retirement.

Supporting Sir Henry were the Dean of St. John's Cathedral, Professor Forster and Mr. P. Cassidy. Sir Henry said that it was a great pleasure to him to take the chair because he must be one of the oldest friends of Mr. Pattenden still in the Colony. A short while ago in his capacity of President of the Y.M.C.A. Kowloon, he had had the pleasure of referring to the splendid work which Mr. Pattenden had done for that institution; that afternoon he must speak of the work Mr. Pattenden had done for the Cathedral. He could dissociate from a long period on Mr. Pattenden's admirable services, but since there were other speakers he would refrain from doing so.

Hong Kong—The Unknown.

The Dean said that when just over two years ago he had considered the possibility of coming to Hong Kong, he, like most British people, was quite ignorant of what sort of place it was. He had had all sorts of fears of an unhealthy climate, of wars and disruptions. Then he met Mr. Pattenden and all his gloomy forebodings disappeared. In the two years of their association he had never turned to Mr. Pattenden for help in any matter without finding the latter ready to give his whole attention to it. Mr. Pattenden had been indefatigable in his support of everything they had tried to do in the Cathedral, his work on the Church Council had been invaluable. He, the Dean, did not know how to regard the future without Mr. Pattenden; he would lose at his departure a very valuable friend and the Cathedral would lose some one whom it would be very hard to replace. (Applause.)

Professor Forster said: It is an honor and a privilege to be asked to express on behalf of the Council of the Cathedral the feelings of regret at Mr. Pattenden's departure, and at the same time every good wish for his happiness in retirement.

I felt when I assumed this task that while I might not be able to do justice to the theme from the point of view of language, at least I could do it with absolute sincerity—a sincerity engendered by close association with Mr. Pattenden during the last 15 years, during which time and an equal period before my time, he has been so intimately identified with the work of the Cathedral.

There is no office which Mr. Pattenden has occupied, which has not gained in dignity and distinction by his kindness, zeal, modesty and Christian courtesy. It is one of the functions of the Cathedral to create that spiritual cementing power which binds the individuals of the community together into a common brotherhood or fellowship. To my mind no one has distilled the essence of that spirit so fully, nor so splendidly as Mr. Pattenden. His presence in the Cathedral was always to me an emblem of harmony and unity, so that when he invited people to a seat he was not only giving them a place in which to rest and worship, but he was also fitting them into the living corporate body.

It is significant, I think, that his hobby is painting and sketching, and just as he seeks that harmony, beauty and balance of form in nature in the new territories or round the shores of the island, so he sought within the precincts of the Cathedral to create that air of calm, tranquility, unity, and beauty which ought to be the feature of all Church work. He saw that while there may be grounds for disputing and disagreement there was more constructive and effective work to be done by the spirit of peace and goodwill. That was the keynote of his work here.

The problem that confronts the Cathedral is a difficult one—it is to find some one who can carry on the tradition established by Mr. Pattenden. It will be exceedingly difficult but at any rate we have his splendid example to inspire us. The Church and social institutions of the place in which Mr. Pattenden settles will be extremely fortunate—their joy will be the measure of our regret; their good fortune will be the measure of our loss.

Again on behalf of the Council I should like to express to Mr. Pattenden our deepest thanks for the work he has done, and above all for the Christian spirit in which he has performed it. Further we wish him many happy years of retirement in England's green and pleasant land with Mrs. Pattenden and his daughter. (Applause.)

Widespread Appreciation.

Mr. P. Cassidy spoke of the wide support which the fund for a presentation to Mr. Pattenden had received. As treasurer of the fund he had been sent subscriptions from civilians and Service men,

THE EGYPTIAN PYRAMIDS.

TOMBS OF KINGS AND QUEENS.

YESTERDAY'S LECTURE AT THE UNIVERSITY.

In Room K, the University, last evening, Mr. C. E. Moore, Bachelor in Architecture (Liverpool University), delivered the second of his series of six lectures on "Modern Architecture," held under the auspices of the University Engineering Society. Professor C. Middleton Smith presided and there was a large number of students and friends present.

Mr. Moore opened his talk by saying that architecture really originated in Egypt and it afterwards "drifted round to Europe." Speaking of Mohammedan and Brahman, or Indian, architecture he said that it was more concerned with external decoration than structural value. It was very interesting and the carving in some of these buildings like the architecture of ancient Rome, in finess of detail.

The lecturer also referred to primitive architecture. The first known types of building was the tent, after which we had the beehive hut. Then came the cave dwellings—holes in the rocks, where people lived. There was really no such thing as monumental architecture at that time. Continuing, the lecturer said that many things influenced architecture. First of all there was the geographical influence. Much depended on the position of a country—if a place was near the sea where the people could go from one place to another easily it would mean that the architecture would be copied from foreign places. Then there was the geological influence—the type of building stone found in that particular country, the nature of the soil and the bricks made from it—these all governed the different types of architecture. Other influences were of a religious, social and historical nature.

The Pyramids.

Talking of the pyramids, Mr. Moore said that huge blocks of stone were put together, not by mechanical power but by slave labour. In the old days people used to say it was a mere waste of time—the building of the pyramids, but it was before they realised that the pyramids were actually the tombs of ancient kings and queens. In a pyramid the tomb of a king was some 75 feet from the ground, then, lower came that of his queen and lastly was a casket where the king's and the queen's robes were kept. As regards Egyptian columns, the capital was a representation of the lotus flower, or the lotus bud, which was one of the religious flowers of Egypt.

After the lecture Professor Middleton Smith thanked Mr. Moore for his interesting talk and said that the next lecture would take place on Thursday, 20th instant.

from as far afield as Nanking and Swatow. Subscriptions had come in not only from Church people. All this pointed to the very wide affection the people in Hong Kong had for Mr. Pattenden; his services and his unselfish desire to help his fellow men had endeared him to all. (Applause.)

Sir Henry Pollock then made the presentation of a cheque and two framed photographs of the Cathedral.

Mr. Pattenden's Reply.

Mr. W. L. Pattenden, who was obviously deeply moved by the proceedings, said that he was quite unable to express how deeply he felt over the kind things that had been said and the very handsome presentation. He would like to hand the cheque back to the Dean asking him to use it to get new altar rails more in keeping with the Cathedral. He would always be glad of the pictures, not only because they were photographs of the Church in which he was so much interested, but because they would remind him of his many friends in Hong Kong. He felt very sad at the thought of leaving the place where he had spent so many happy years; the work he had done for the Cathedral had been a great joy to him.

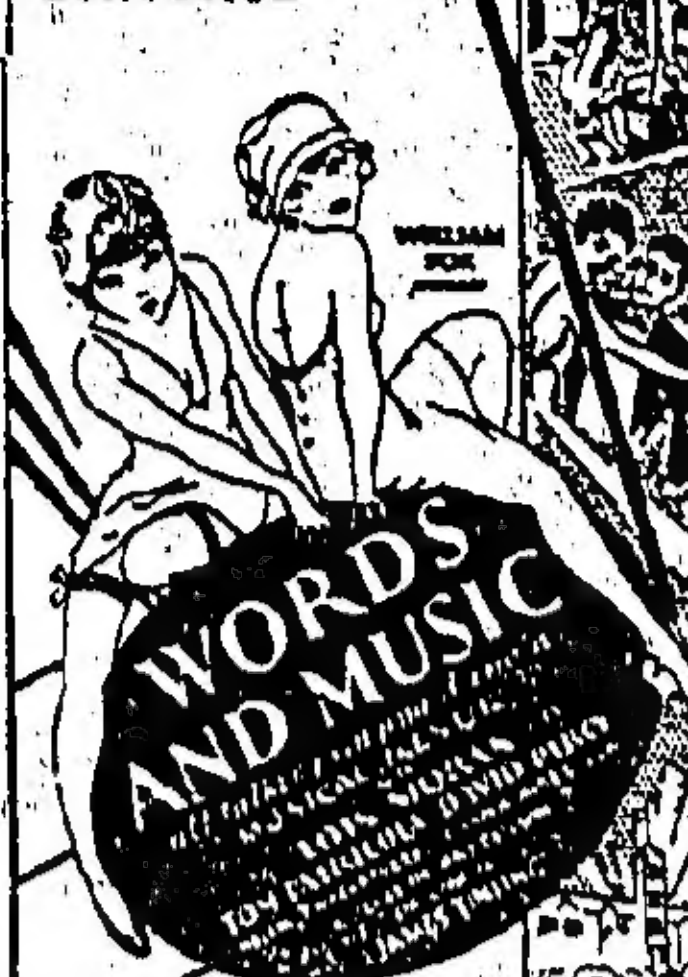
Mr. Pattenden then went on to speak of the Cathedral as it was when he first saw it in 1900, the gloom and dirt, the unsightly paintings, and the talpans and Government officials in full regalia of top hats and frock coats who used to attend rain or shine.

"Thank you very much indeed for your great kindness," he concluded. Thirty Years' Devoted Service. Sir Henry Pollock then thanked Mr. Pattenden on behalf of the Church Council for his very generous action in handing back the cheque. They could not, he said, have a better memorial of the thirty years' devoted service Mr. Pattenden had given to the Cathedral, than new altar rails. He was sure that they all felt that they were losing a personal friend and joined with him in wishing Mr. Pattenden every happiness and prosperity in his retirement. (Applause.)

Mr. Pattenden is sailing on Tuesday per the s.s. Aeneas at 4 p.m. The Bishop and Mrs. Duppuy will also be passengers on the same vessel.

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FINANCE COMMITTEE AND THE EXCHANGE RATE.

QUESTIONS AND SUGGESTIONS BY UNOFFICIAL MEMBERS.

THE KOWLOON CHILDREN'S PLAYGROUND: PLEA FOR ACTION.

ITEMS CLOSELY SCRUTINISED.

A meeting of the Finance Committee of the Legislative Council usually takes about five minutes. The Colonial Secretary explains one or two items and the members agree—and disperse. Yesterday when supplementary estimates to a total of \$188,000 were presented, a large number of questions were put and suggestions made.

The Government was urged by Sir Henry Pollock and the Hon. Mr. W. E. L. Shenton to fix exchange rates for imports at the time that they are ordered and not to risk a falling exchange, when time for payment comes. Mr. Owen Hughes also urged the Government to do everything possible to buy material locally, being of opinion that there is more material stored locally than generally realised, some of which should be acquired at more profitable rates than the Crown agents could quote.

Another appeal was made to the Hon. Mr. Creasy, to proceed at long last with the children's playground at Kowloon. Mr. Creasy admitted that not much actual work had been done, "but tenders had been obtained."

FULL REPORT OF PROCEEDINGS.

A meeting of the Finance Committee of the Legislative Council was held yesterday, the Hon. Mr. E. R. Hallifax, C.M.G., C.B.E., taking the chair. Those present were:—

Hon. Mr. C. McI. Messer, O.B.E.
Hon. Mr. H. T. Creasy, C.B.E.
Hon. Mr. Sir Shou-son Chow.
Hon. Mr. J. P. Bragg.
Hon. Dr. R. H. Kotevall, C.M.G., LL.D.
Hon. Mr. W. E. L. Shenton.
Hon. Dr. S. W. Tso, O.B.E., LL.D.
Hon. Mr. A. C. Hynes.
Mr. N. L. Smith, Secretary.

MAINTENANCE CONTRACT.

THE COST GOES UP FOR 1930.

An item in the Estimates of 1930 under the heading of "Public Works Extraordinary—Hong Kong Buildings—\$37,200" came in for question. Sir Henry Pollock asked why a sum of \$2,100 was included, and described as an additional sum required to meet increased contract rates. The Hon. Mr. Creasy replied that tenders for the year 1930 were higher than that for 1929, rates having gone up. That accounted for the item of \$2,100.

Sir Henry Pollock: Has the cost of building gone up?

Hon. Mr. Creasy: I think, yes. In the maintenance contract rates, it has.

Sir Henry Pollock: Do we have a general maintenance contract?

Hon. Mr. Creasy: Yes.

Sir Henry Pollock: A different contract each year?

Hon. Mr. Creasy: Yes.

It was explained that it was more economical for the Government to pay an additional sum to meet an increased contract rate than to call for a new tender.

RAILWAY RULE BOOKS.

The item of \$890 in connection with printing charges of the Kowloon-Canton Railway was also questioned.

The Hon. Mr. Owen Hughes: This is a very small thing, but the question I would like to ask is, what are these 500 copies which cost \$1.50 each and the others which cost 35 cents?

The Chairman: This printing was usually done by the govt.

Hon. Mr. Owen Hughes: Surely \$1.50 a copy is very high!

Hon. Mr. Messer: I got them at a reduced rate from the Government. There are two books, one Staff Rules and the other General Rules.

GOVERNMENT AND EXCHANGE.

UNSUCCESSFUL FIXING RECALLED.

The next item on which information was sought was \$40,000 for port works on Shamshuipo Ferry Pier.

Sir Henry Pollock: With regard to this item and also to the next, it looks as if we have to pay more money owing to unfavourable exchange rates. Does the Government never fix exchange?

Hon. Mr. Messer: We tried to fix the rate once and we found it cost more in the end.

The Chairman: It has never been our practice to fix rate.

Sir Henry Pollock: After all, if there is a reasonable expectation of the rates moving, as a few months ago, I don't see why the Government should stick to a hard and fast rule.

The Chairman: Do you recommend we should consider fixing rates?

Sir Henry Pollock: I don't see why we should stick to hard and fast rules and say "Never in any case should we change our routine."

Plenty of Money At Home.

The Chairman: Do you in the meantime pass this item?

Sir Henry Pollock: I suppose we must pass it.

Hon. Mr. Shenton: Do you never fix exchange until the goods arrive?

The Chairman: No.

Hon. Mr. Shenton: I see the difficulty in fixing a rate for the coming year but when you enter into an obligation which becomes a commitment you can possibly fix the rate?

The Chairman: We remit a lot of money Home and that is paid from the money remitted Home.

Sir Henry Pollock: Do you ever fix rates in regard to Government servants' salaries?

Hon. Mr. Messer: That is all tabulated.

Hon. Mr. Shenton: I don't think you quite understand me. Take for instance you have the water scheme. When you are actually ordering materials from Home do you fix your exchange then or do you wait the arrival of the goods?

The Chairman: Oh no, we have plenty of money at Home.

MAKING THE KOWLOON PLAYGROUND.

"HOW SOON CAN IT BE DONE?"

An item for \$12,700 for making up the Children's Playground in Salisbury Road next came up for discussion. Sir Henry Pollock asked if this item included the whole of what was recommended by the Kowloon Residents' Association. He was told it was so.

Hon. Mr. Bragg: The Kowloon residents have been waiting patiently and long for the completion of the Children's Playground and it would be satisfactory if some sort of assurance can be obtained from the Director of Public Works as to when the work on this playground will be proceeded with, and if some sort of idea can be given as to when it will be available for the children in Kowloon?

Hon. Mr. Creasy: The work will begin as soon as possible.

Sir Henry Pollock: Has that contract been made for the work?

Hon. Mr. Creasy: No actual contract has been made, but tenders have been obtained.

Hon. Mr. Bragg: If I may make a suggestion anyone walking along Salisbury Road or Chatham Road will see how very poorly lighted the Children's Playground is at the present time and if the contemplated work for the scheme does not include improvements in the lighting of Children's Playground might I suggest that the Director of Public Works should see to it?

The Chairman: Do you mean the children might be enabled to play there at night?

Mr. Bragg: replied that that was not in his mind, but if the place was well lighted it would be welcomed by parents of children who might stay a little after sunset in the playground. If one took a walk past the playground he would see many people enjoying the breeze there in the evening. Mr. Bragg also added that the hours of the evening in the summer months might be extended.

The Chairman: Will the Director of Public Works keep the matter in mind?

Hon. Mr. Bragg: The cost is infinitesimal but it is well worth it.

Sir Henry Pollock: I would like to support Mr. Bragg's suggestion. The work in regard to the children's playground was first mooted some three or four years ago.

The Chairman (to Hon. Mr. Creasy): I would like you to see how soon it can be done.

THE UNION CHURCH ANNUAL MEETING.

OFFICERS & COMMITTEES FOR 1930.

At the Annual Meeting of Shareholders of Union Church, Hong Kong, held in the Lecture Hall, Kennedy Road, on Wednesday, Mr. J. L. McPherson, Chairman of the Committee of Management during the past year, was elected to the chair.

The Late Rev. F. O. Young.

Introducing the report of the Committee, the Chairman spoke of the great loss the Church had sustained in the death of the Rev. F. C. Young, and voiced the sympathy which all felt for Mrs. Young in her sorrow. It should be the effort of them all to lighten the loss by doing everything possible to ensure that the work of the Church did not suffer more than was unavoidable during the absence of a leader.

The Congregation adopted the resolution of the Committee which has already been published, containing a tribute to Mr. Young's work and influence.

The Reports and Accounts were adopted on the proposition of the Chairman seconded by Mr. A. Stevenson.

The Officers.

Mr. A. Ritchie was elected a trustee in succession to Mr. G. M. Shaw. The Hon. Treasurer (Mr. H. J. Lamb) was re-elected and Mr. J. L. McPherson was elected Secretary.

The following were elected to the Committee of Management.—Messrs. W. D. Bell, A. Calvert, N. Currie, A. T. Hamilton, C. C. Hickling, D. McNeillie, J. Mitchell, A. Ritchie, A. Stevenson, J. Wattie, J. R. Wood and Dr. E. W. Kirk.

The Ladies Committee was elected as follows.—Mrs. J. W. O. Bonnar, Mrs. C. Bernard Brown, Mrs. A. Calvert, Mrs. N. Currie, Mrs. N. Drummond, Mrs. J. Fleming, Mrs. A. T. Hamilton, Mrs. A. Mackenzie, Mrs. D. McNeillie, Mrs. J. Mitchell, Mrs. D. Muir and Mrs. A. D. Purves.

The proceedings began with a social meeting during which Mrs. Bowden, Mrs. Stubbings, Miss McNeillie and Mr. McLeod contributed to a musical programme. Afterwards supper was served by the Ladies' Committee.

CONTRACTORS GIVE TROUBLE.

LOW RATES AND BAD WORK.

Three items for \$1,500, \$300 and \$6,400 in connection with work in new Kowloon, in each of which there was a small sum budgeted "owing to the unsatisfactory manner in which the contractor proceeded," and which necessitated re-letting to another contractor, also formed the subject of questions by Sir Henry Pollock, who asked whether the first contractor had given satisfaction or whether he was guilty of negligence of any kind?

The Hon. Mr. Creasy explained that this contractor quoted very low rates and like all contractors who quoted low rates, he worked from hand to mouth and did only a certain portion of the work, waiting for the next payment before proceeding with the next portion.

The contractor had lost considerably by delaying the work so long, and although the Government could impose a penalty it was thought better not to do so.

Sir Henry Pollock: Did he put up any guarantee?

Hon. Mr. Creasy: Yes. We can take his security but we recommend that this should not be done in this case.

Sir Henry Pollock: These various items with regard to Kowloon (Long Development)—do they include all the work to be done there when completed?

Hon. Mr. Creasy: Yes.

Kowloon Tsai.

Hon. Mr. Bragg: asked if he might be told regarding Kowloon Tsai if the whole of that district had been resumed by the Government or whether there were any lots still remaining?

Hon. Mr. Creasy: said there were a good many lots remaining.

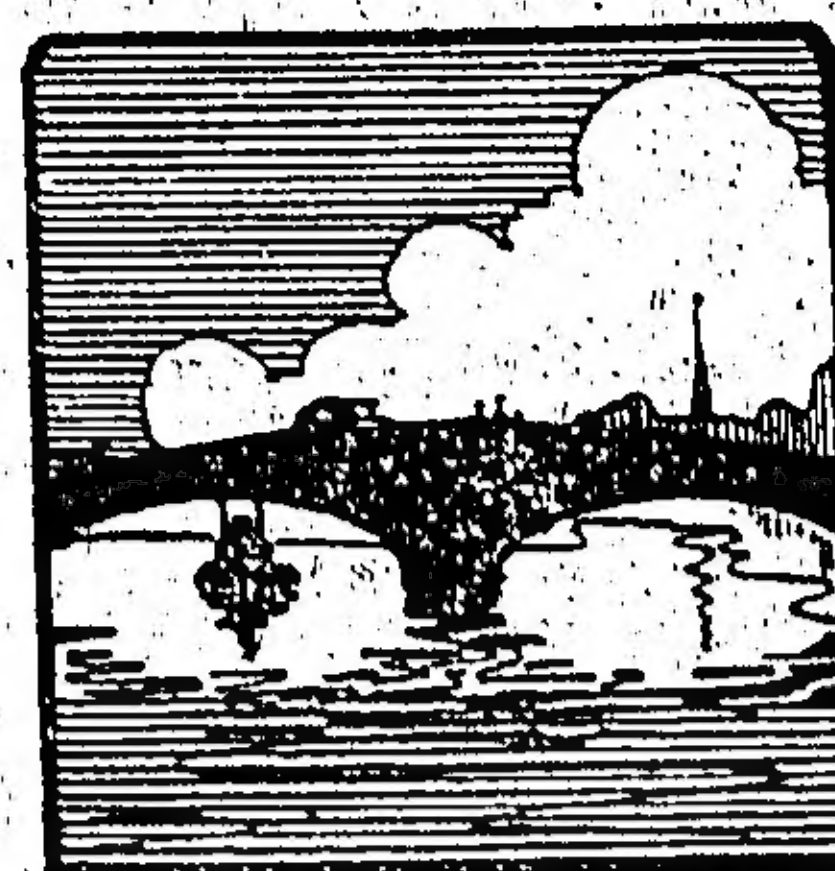
Hon. Mr. Bragg: So that this vote for the roads is only for part of the Kowloon Tsai area?

Mr. Creasy explained that it was in connection with the Kowloon Tong scheme, and that work was not to be carried over to the Kowloon Tsai side, which was another scheme altogether.

In answer to another question by Mr. Bragg, Mr. Creasy stated that the question of resuming the area is being considered. Mr. Bragg said he was glad that the Director of Public Works had informed him of that as he thought it was of enormous advantage to the Government if they resumed the hill and filled the low level areas to the level of the road.

Mr. Creasy: That is being done.

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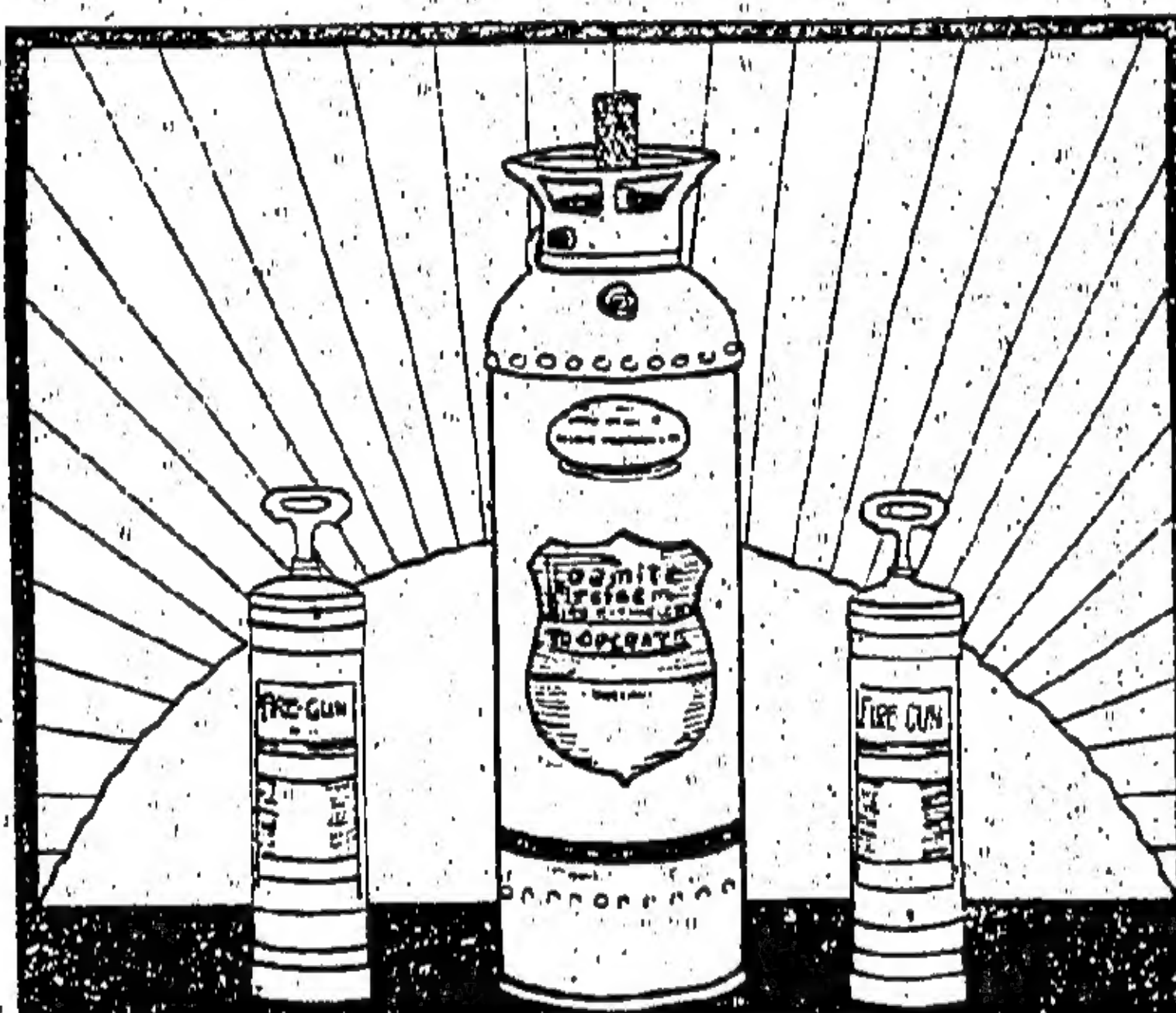
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PURCHASE OF GOVERNMENT STORES.

MR. OWEN HUGHES: ENQUIRE LOCALLY!

Hon. Mr. Owen Hughes: Having dispensed with the agenda I would like to inquire whether the Government should not consider the advisability, before placing orders with Crown Agents, of inquiring whether the materials needed are not obtainable in the Colony. There is at present in this Colony a considerable stock of various materials used by Government, which have been bought at rates of exchange much more favourable than the rate ruling today. I submit that before sending orders that the departments concerned should first of all make sure that certain materials that are required are not obtainable locally. The Government naturally is forced to spend an enormous amount of money, but with the enormous increase in cost, it is certainly the duty of the Government to do all they can to keep special expenses as low as possible.

For instance, the item here with regard to the piers at Shamshuipo. You refer to the high cost of materials at Home. I take it that part of that material is for reinforcement, such as bars and rails.

Mr. Creasy: A good deal of the material required is machinery for raising and lowering the platform.

Mr. Owen Hughes: There is at present in the Colony, I am sure, considerable stocks of reinforcement bars which can be bought perhaps cheaper, and as far as I can

see there is no reason why the Government should not buy them locally. If there is a standing rule as regards the purchasing of all materials from Home, I suggest that that rule should be suspended for the time being.

Mr. Messer: We do have a local contract with regard to those bars.

Mr. Owen Hughes: It stands to reason that the Crown Agents could not compete with the present exchange at say 1/8d. The chances are that the bars ordered last September, and October with the exchange at 1/10d, and 1/11d are surely cheaper than that available here.

Continuing Mr. Owen Hughes said in regard to the price ruling locally that it is largely dependent on the way in which the Government approached the market here. "If, of course, the Government go out and say 'we want fifty tons of bars or 500 lengths of piping' the dealers would take advantage of the situation. But there is a way of getting things at moderate price."

Mr. Messer: In this particular item it is for machinery.

Mr. Owen Hughes: I only took that as an illustration. I shall be perfectly satisfied if in the future, when orders are given that the Government endeavour to find out if the price locally is cheaper than the price ruling at home at the present exchange.

Mr. Messer: That is to say, we should ask the local agents to bid and see if the Crown Agents can do better?

The Chairman (to Mr. Hughes): Would you be satisfied with that?

Mr. Owen Hughes: Very much satisfied.

NO ONE TO BLAME IN TANDA-ANKING COLLISION.

BOTH MASTERS COMPLIMENTED BY THE COURT OF INQUIRY.

CAPTAIN PILCHER'S MANŒUVRE AFTER THE IMPACT APPROVED.

FULL REPORT OF YESTERDAY'S HEARING.

At the Marine Court yesterday the inquiry into the circumstances of the collision between the s.s. Tanda and the s.s. Anking, off Pedro Blanco on the morning of February 26, was concluded. The Court found that "both masters handled their ships with caution and in a seamanlike manner, and we further compliment the master of the Tanda for his prompt manœuvre immediately after the moment of impact."

FULL TEXT OF FINDING.

The Court's finding was as follows:—

We find that the British s.s. Anking official No. 146303 of London of which Mr. Robert Ritchie (Certificate of Competency as Extra Master No. 031684 of Dundee) was Master came into collision in dense fog with the British s.s. Tanda No. 136290 of Glasgow of which Mr. Elias Tomlin Pilcher (Certificate of Competency as Extra Master No. 031623 of London) was Master in an approximate position Lat. 22° 26' N. and Long. 113° 13' E. at 1.40 a.m. (local time) on February 26, 1930.

We find that the Anking, being on a voyage from Hong Kong to Swatow was on course N. 75° E. true, speed slow at 1.32 a.m. At 1.34 hearing a long blast from a steamer about one point on her port bow she altered course to N. 65° E. (true). At 1.35 hearing a second blast, the compass bearing of the fog signal not having altered, the engines were stopped. Ship then proceeded to lose her way and to fall off to starboard. At 1.39 a.m. the lights of the Tanda were sighted about 100 feet 6 points on the port bow.

We find that the s.s. Tanda proceeding on her voyage from Moji (Japan) to Hong Kong at 1.20 (local time) on February 26, 1930, was on a course S. 74° W. (true) proceeding at four knots having another steamer, name unknown, in position on her starboard beam. Both ships were sounding regulation fog-signals.

At 1.27 Tanda heard a further fog-signal (one long blast) four points on her starboard bow and at 1.28 received "two long blasts" from the ship. At 1.34 Tanda stopped. At 1.35 starboarded her helm to avoid a ship whose lights had just been sighted on the starboard bow and which ship from her fog signals was deemed to be stopped and making no way through the water.

At 1.39 a.m. both ships went full astern.

At 1.40 a.m. they came into collision. We are of the opinion that the causes of the collision were as follows:—

- Anking on hearing long blasts in the first instance thought she heard Tanda whereas she actually heard the ship on Tanda's beam. She then rightly ported and had the misfortune to close Tanda.
- When approaching one another both vessels had slight headway causing Anking to strike Tanda on the starboard bow about No. 2 hatch.
- That Anking's headway was such that going stern overcame it just too late, to avoid impact.

We find that both masters handled their ships with caution and in a seamanlike manner and we further compliment the master of the Tanda for his prompt manœuvre immediately after the moment of impact.

THE EVIDENCE.

CAPTAIN PILCHER'S STORY OF THE MISHAP.

The Hon. Commander G. F. Hole, R.N. retired (Harbour Master) acted as President, the other members of the Court being Lt. Comdr. L. G. Addington, R.N. (H.M.S. Tamar), Captain Stewart (s.s. Hain), Captain D. Lefevre (s.s. Benaroch), and Captain A. M. Frame (s.s. Taiping).

Mr. F. C. Jenkin and Mr. H. G. Sheldon, instructed by Mr. G. N. Tinson, of Messrs. Johnson, Stokes and Master, appeared on behalf of Capt. Pilcher, of the Tanda, and Mr. E. Davidson, of Messrs. Hastings, Denny and Bowley, was for Capt. R. Ritchie, of the Anking.

Captain Pilcher's Evidence.

Captain I. J. Pilcher, master of the s.s. Tanda said that he held an extra master's certificate. He

had been in command of the s.s. Tanda for five years, and at the time of the collision the ship was on her way from Moji to Hong Kong. At 7 p.m. on February 25 he was steering S. 74° W. true, and steaming 10½ knots. At 7.50 p.m. the engines were rung to "stand by" owing to the fog, and from this time on fog signals were sounded every minute. Witness said that he was on the bridge from 7.50 p.m. up till the time of the collision and the course was maintained until 1.36.30 a.m., two minutes before the collision.

Captain Pilcher said that two ships were in company with the Tanda during the whole night. The first one was about two points before the starboard beam and they gradually overtook her. When she was about two points abaft the starboard beam the Tanda slowed down and the vessel passed them again and drew ahead to the starboard beam where she was at the time of the collision. Witness said that the Tanda eased down her speed to 4 knots at 0.55 a.m.

The second ship was right astern and was overtaking them gradually. At the time of the collision it was on their port bow. Both these vessels were blowing the regulation signals throughout. Witness said that he also heard the sound of a third ship about four points on his starboard bow. The signal sounded very faint as if a light was away. As it got clearer it shifted towards the beam. A second or two before 1.36 a.m. the third ship gave two long blasts which sounded louder than before and appeared to be bearing on the bow. Witness said that he then rang "stop" to the engines. A few seconds later the other ship gave another two short blasts and witness waited for a second or two, until the beam of her lights showed through the fog, and then gave two short blasts and put the helm to starboard. That was the first time the course was changed.

The Mast Lights.

Captain Pilcher said that the lights were three points on the bow and a second later he saw her port light. He estimated the lights to be 150 feet away from the Tanda's bridge. Questioned, witness said that he saw the mainmast light half a second after he spotted the foremast light, and, judging the position of the two lights he thought that the ship was at right angles to his course. He did not see the starboard light until after the collision.

Continuing witness said that at 1.37 a.m. the other ship gave three short blasts and the Tanda also replied with three short blasts, and put both engines full astern. The two ships came into collision at 1.38 a.m. It was pointed out that the clock on the bridge was two minutes slower than Hong Kong time, and, incidentally, the time recorded by the s.s. Anking.

The Impact.

Witness said that the Tanda had very little headway at the time, so little that it was hardly noticeable. The other ship's bow struck the Tanda causing her to roll heavily. The ships separated and did not touch again, owing to the port engine being put full ahead. At 1.38.30 a.m. both engines were stopped. Witness added that when the port engine was put full ahead the course was also put hard a starboard. Just after the impact the course was S. 54° W. as reported by the quartermaster. Witness subsequently discovered that the other ship was the s.s. Anking.

"The Anking struck the Tanda at an angle of approximately 70 degrees and it appeared to us that she was swinging under starboard helm at the time. We were struck just abaft of No. 2 after hatch on the starboard side," said Capt. Pilcher.

Witness was handed the paper containing the positions of the two ships as worked out by Captain Ritchie at the time of the collision, and agreed that it was about correct. He did not, however, agree to the estimate of the position when they first sighted each other.

"After the impact we remained stationary and the Anking drew out into the fog. The last we saw of her was 100 feet abaft of our bridge," said witness.

President: But did you cross her bows?—Witness replied that the Tanda did, but at the time she was stationary. He attributed her crossing the Anking's bows to the fact that he put his port engine full ahead to counteract a swing to starboard.

The Anking Halted.

Captain Pilcher said that just after the collision he hailed the Anking twice but received no reply. Witness said that the Tanda was 415 feet long and that his half speed was 4 knots.

The vessel could pull up from half speed and go astern within one and a half minutes. The ship carried two wireless officers, and messages were sent out continuously to find the name of the other ship. It was not until 10.55 a.m. that they got in touch with the s.s. Anking.

Immediately after the collision the boats and crew were ordered to their stations and a general muster of the passengers was held in the saloon.

Anking's Signals Criticised.

Captain Pilcher was cross examined by Mr. Davidson and said that the maximum speed of the ship was 14 knots. At slow speed the vessel could do one knot. Witness remarked that he always had trouble with the pilots over this statement, as they would never believe it. Witness also said that he was sure that the sound of the whistle which he first heard at 1.25 a.m. was the same as the one which blew three blasts just before the impact, and that it was the whistle of the Anking. All ship's whistles had their own note and witness could always tell them apart. He agreed with Mr. Davidson that the same would apply to his own whistle.

Mr. Davidson suggested that having heard a whistle on his starboard bow it was dangerous to proceed. Witness replied that it would be dangerous anywhere, except on the south coast of China where there was no cross traffic apart from junks, and on this night the sea was very free from these craft.

Mr. Davidson: I suggest that the two short blasts which you heard at 1.36 a.m. were not from the Anking but another vessel.

Witness: No, they were from the Anking.

Mr. Davidson: Don't you think you should have ported your helm on hearing the two blasts?—They were only sound signals. You have to see something first. The other ship gave every signal that she should not have given.

Mr. Davidson: Why on hearing the two long blasts from the other ship, followed by the two short blasts, and seeing the mast lights didn't you go astern. Was not that manœuvre the correct and only thing to do in the circumstances?—Having heard the signals given by the Anking no one would have dreamt that she would be in the position where I found her.

President: You felt justified in not going astern because of the signals the Anking gave—Yes.

Do you consider that if you had gone astern the collision would have been avoided?—Yes, from what has since transpired.

Second Officer's Evidence.

In the afternoon, Mr. Ralph Harry, the second officer of the s.s. Tanda was called. He said that he held a master's certificate and was on duty on the bridge at the time of the collision. Two vessels followed the Tanda during the night while another one was in front.

At 1.25 a.m. he heard the first blast from the third vessel, on the starboard bow. She was giving a continuous signal of one blast. At 1.33 a.m. she gave two long blasts followed by another two at 1.35 a.m. From the last signal he knew that the vessel was steering in an opposite course to themselves and closing in. The "stop" signal was given to the engines which were at half speed. Witness heard another two blasts after the order for the engines to stop, and almost immediately he saw the beam of lights three points on the starboard bow.

Witness corroborated the Captain's version of the collision. The Tanda had little headway on just before the impact, and the other ship was also moving very slowly. After the collision the Captain ordered the port engine "full ahead."

Why This Was Done.

Continuing witness said that this was done to prevent the stem of the Tanda coming into contact with the Anking. The port engine was kept ahead for about half a minute and the Anking drifted slowly down the starboard side and disappeared in the fog. The helm was put to port also at the same time as the order to the port engine.

Witness was asked if he heard any signal from the Anking and replied that 10 seconds after the collision he heard the going from the engine room replying to the bridge telegraph. He saw the foremost mast light first, followed by the mainmast light and then the port side light.

Mr. Sheldon: Was the mainmast light to the left or to the right of the foremost light?—Wide open to the right.

Before the collision did you see one or both of the side lights?—I saw the port light only. The starboard light was not seen until after the collision.

Force of the Impact.

In answer to Mr. Davidson, witness said that the Tanda's way was getting less and less just prior to the collision. The Anking had way on her when the impact occurred.

Mr. Davidson: Why do you say that?—I saw her bow approaching. Mr. Davidson: Is that your only reason. My point is that the movement of your own ship may have deceived you and made you think the Anking was approaching.

Witness agreed that this was possible. Did you see the whole length of the Anking?—No, I did not notice. Witness heard an engine-room telegraph sounded but could not tell what the signal was.

The President: No, there would be no indication. Lieut. Comdr. Addington: Was there any "pumping" of the telegraph to indicate urgency?—I don't hear any.

Mr. Davidson: Did you hear the Anking's captain hail you, and say "What Ship"?—I heard someone hail, but did not catch what it was. My own captain hailed just about the same time. There was a lot of noise—Chinese shouting—from the Anking's forecastle.

Mr. Davidson: I don't wonder. There were 600 coolies on board. There would be noise! (Laughter.) Witness agreed that the Tanda might have lost her way after the collision. He could not say if the ship was answering her helm just before the impact. There was only one impact.

Mr. Davidson: Would the ships have come apart like that if the Anking had had any way on her?—I can't say.

Mr. Davidson: You think that slight impact would have taken the way off the Anking if she had been going ahead?—She must have had some way on her. And it wasn't such a slight impact.

In answer to Lt. Comdr. Addington, witness said that they had on the bridge a quartermaster on one side, himself on the other and the Captain "moving about." There was a man on the forecastle head and another quartermaster at the wheel. He was himself in charge of the sounding party, and the depth at 1 a.m. was 17 fathoms.

Chief Officer's Evidence.

Mr. Vincent Charles Lett, Chief Officer of the Tanda, said he woke up just before the collision. He heard one long blast from another ship, which seemed close, then one long blast from the Tanda. Then two short blasts from the other ship and two from his own ship.

Then he heard three short blasts from the other ship and immediately after the same signal from his own ship. This was all in the space of from 30 to 45 seconds. Besides the main damage he found a dent below the shelter deck, probably made by the Anking's anchor. The sounding boom, which stuck out 28 feet from the ship's side, just abaft the bridge was not damaged.

Mr. Davidson: Can you suggest why?

The witness (dryly): I suppose it was not struck.

Engineer and Quartermaster Called.

Mr. F. Baker, Third Engineer, said he was on watch from midnight to 4 a.m. There were also in the engine-room the sixth and third engineers, the latter being a standby man until 2 a.m. In the usual course the standby man would enter the movement book.

Cross-examined by Mr. Davidson, witness said that the collision occurred at 1.37.54 and at 1.39 he received an order to go "half ahead." At half speed the engines would be doing about 40 revolutions.

Asked about the maximum speed, witness placed it at 12 knots an hour as against the Captain's estimate of 14 knots. He could give no idea of what it would be at slow speed.

All Mohamed, quartermaster, stated that he had been on the Tanda for five years. At midnight he took over watch, the compass being on a course 57° W.

At 1.31.13 a.m. witness received an order from the Captain "hard to starboard." At 1.33 the ships collided, at the time the Tanda being on starboard helm. With starboard helm and the force of the impact, the Tanda was put 18 degrees out of her course, or 8.54° W.

Mr. W. Harris, wireless operator, gave evidence of sending out five general messages, between 1.44 and 2.15 a.m. for the purpose of finding out the name of the ship which collided with the Tanda. The first time he got "in touch" with the Anking was in reply to his message asking if they had been in collision at Pedro Blanco. A reply purporting to come from the Anking at 8.55 read "Sorry don't know." Immediately after he sent a message requesting the sender to consult the master, but there was no reply.

Mr. F. A. Kemp, traffic superintendent of the Hong Kong Radio Office, produced his office record for February 26. He said that at 8.52 a.m. the office picked up a message from the Tanda to the Anking asking for certain information. Four minutes later there was another call from the Tanda. These were the only messages recorded.

(Continued at foot of next column).

ROUND THE COURTS.

HON. MR. BRAGA'S OFFICES BURGLARIED.

A Chinese youth of 18 was ordered by Mr. A. W. G. H. Grantham to receive 15 strokes of the cane for stealing a number of articles, including a table clock, pencils and a napkin from the offices of the Hon. Mr. J. P. Braga at No. 14, Chater Road.

Detective-Inspector Shannon said that the defendant was arrested on leaving the building. At the Police Station he admitted that he had stolen the things from Mr. Braga's offices. A partition at the office had been broken down and several other things moved. It was thought possible that the defendant was responsible for other larcenies from offices in the same part of the city within the last two months, although no evidence of this could be brought against him.

The Magistrate in imposing sentence pointed out that had the defendant been two years older he would have sentenced him to six months' hard labour, as it was he was being lightly dealt with.

SEDITIONARY PAPERS.

The refusal of a mother to stand surety for her son, who was charged with distributing seditious pamphlets at the Races, Happy Valley, resulted in the young man being sent to prison. Mr. Lindell had previously indicated that he would discharge the boy if a guarantee was forthcoming but on the mother's refusal the Magistrate remarked that the defendant must be a person of bad character and imposed a sentence of six weeks' imprisonment. The youth had been given an opportunity to get his father-in-law to furnish a bond, but the latter could not be found.

Mr. Davidson: Would the ships have come apart like that if the Anking had had any way on her?—I can't say.

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Asked about the maximum speed, witness placed it at 12 knots an hour as against the Captain's estimate of 14 knots. He could give no idea of what it would be at slow speed.

All Mohamed, quartermaster, stated that he had been on the Tanda for five years. At midnight he took over watch, the compass being on a course 57° W.

At 1.31.13 a.m. witness received an order from the Captain "hard to starboard." At 1.33 the ships collided, at the time the Tanda being on starboard helm. With starboard helm and the force of the impact, the Tanda was put 18 degrees out of her course, or 8.54° W.

Mr. W. Harris, wireless operator, gave evidence of sending out five general messages, between 1.44 and 2.15 a.m. for the purpose of finding out the name of the ship which collided with the Tanda. The first time he got "in touch" with the Anking was in reply to his message asking if they had been in collision at Pedro Blanco. A reply purporting to come from the Anking at 8.55 read "Sorry don't know." Immediately after he sent a message requesting the sender to consult the master, but there was no reply.

Mr. F. A. Kemp, traffic superintendent of the Hong Kong Radio Office, produced his office record for February 26. He said that at 8.52 a.m. the office picked up a message from the Tanda to the Anking asking for certain information. Four minutes later there was another call from the Tanda. These were the only messages recorded.

(Continued at foot of next column).

The Anking wireless operator was recalled and stated in answer to Mr. Jenkin that he could not account for not having received the messages alleged to have been sent by the Tanda between 8 and 9 a.m. He was on duty during that time.

Mr. Jenkin said that that closed the evidence as far as he was concerned. By agreement with his friend (Mr. Davidson) he would relieve the Court of listening to addresses.

The President: The matter is very technical and the Court has all the evidence necessary for their finding. The Court retired at 5.15 and gave their decision at 7.40 p.m.

GOLF CLUBS'

A large selection of IRONS and WOODS just arrived—all made in the workshops of

Geo. E. Smith

A professional who understands the local conditions of play.

SPECIAL:—

FANCY PUTTERS.
ALUMINIUM SPOONS
RUNNER UPS.

Also

SPALDINGS MATCHED SETS OF "KROFLITE" IRONS & WOODS

"RANGEFINDER"

STEEL SHAFTED RUSTLESS IRONS.

SPORTS DEPT.

LANE, CRAWFORD, LTD.

YOU'LL ENJOY THESE FAMOUS MUSICAL COMEDY AIRS OF THIRTY YEARS AGO!

9881—LIONEL MONCKTON'S MEMORIES
DEBROY SOMERS BAND

9883—LIONEL MONCKTON'S MEMORIES
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DEBROY SOMERS BAND

The Anderson Music Co., Ltd.

DAIRY FARM NEWS.

WEEK-END SPECIALTY

THE POPULAR CHOICE

BLACK PUDDINGS

60 Cents Per Lb.

On Sale SATURDAY

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NINETY YEARS OLD!

Anniversary Sale.

In Celebration of the 90th Anniversary of our Entering Business, a SPECIAL REDUCTION will be made for Cash Sales from MARCH 15 to 23 inclusive.

Inspection Cordially Invited.

KWONG WOO,

Dealer in Jewellery, Jade and Gold and Silver Ware,
60, QUEEN'S ROAD, CENTRAL.

NEW ADVERTISEMENTS

THE HONG KONG TUG & LIGHTER CO., LTD.
(In Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 188 of the Companies Ordinance 1911, that a GENERAL MEETING of the MEMBERS of the above named Company will be held at the Office of Messrs. PERCY SMITH, SETH & FLEMING, 8, Des Voeux Road Central, on SATURDAY, the 23rd DAY of APRIL, 1930, at 12 O'CLOCK NOON, for the purpose of having an Account laid before them showing the manner in which the WINDING UP has been conducted and of hearing any Explanations that may be given by the Liquidators and also of determining by Extraordinary Resolution the manner in which the Books, Accounts and Documents of the Company and of the Liquidators thereof shall be disposed.

Dated the 13th day of March, 1930.
J. HENNESSEY SETH,
S. HAMPTON ROSS,
Joint Liquidators.
[9158]

HONG KONG FOOTBALL CLUB.

Final of the Triangular Rugby Tournament.

CLUB V THE NAVY.

This game will be played on the Club Ground on

SATURDAY, 15th MARCH, 1930.

Kick off—3.30 P.M.

ADMISSION—

Covered Stand ... \$1.00
Services ... 20 Cts.
Open Stand ... 30 Cts.

W. PRYDE,
Hon. Secretary.
[9153]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF GEORGE EDWARD STEWART, LATE OF AUDEWOOD, WILTSHIRE ROAD, HASTINGS, IN THE COUNTY OF SUSSEX, ENGLAND, DECEASED.

NOTICE IS HEREBY GIVEN

that the Court has, by virtue of the Provisions of Section 58 of Ordinance No. 2 of 1897, made an Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to 9th APRIL, 1930. All Creditors and Others are accordingly hereby required to send their Claims to the Underigned on or before that Date.

DEACONS,
Solicitors for the Executor,
1, Des Voeux Road Central,
Hong Kong.

9154]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF MARCUS DE GAMACHE WOLFF, LATE OF VANCOUVER, BRITISH COLUMBIA, CANADA, DECEASED.

NOTICE IS HEREBY GIVEN

that the Court has, by virtue of the Provisions of Section 58 of Ordinance No. 2 of 1897, made an Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to 9th APRIL, 1930. All Creditors and Others are accordingly hereby required to send their Claims to the Underigned on or before that Date.

DEACONS,
Solicitors for the Executor,
1, Des Voeux Road Central,
Hong Kong.

9155]

INTIMATIONS.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the Company's TOWN OFFICE, 2, LOWER ALBERT ROAD, on FRIDAY, the 14th MARCH, 1930, at 11 A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the Year ending 31st DECEMBER, 1929, and of electing a Dividend and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 14th MARCH, 1930, Both Days inclusive.

By Order of the Board of Directors,
J. D. THOMSON,
Acting Secretary.

Hong Kong, 25th Feb., 1930. [9074]

HONG KONG TRAMWAYS, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING of HONG KONG TRAMWAYS, LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., Hong Kong, on TUESDAY, the 18th DAY of MARCH, 1930, at 12 O'CLOCK NOON, to transact the Ordinary Business of the Company.

AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from TUESDAY, the 4th to TUESDAY, the 18th MARCH, 1930, Both Days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.

Hong Kong, 24th Feb., 1930. [9067]

GREEN ISLAND CEMENT CO., LIMITED.

NOTICE IS HEREBY GIVEN that the 41st ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the Company, 5, GLEADHALL BUILDING, CHATER ROAD, VICTORIA HONG KONG, on WEDNESDAY, the 19th DAY of MARCH, 1930, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st DECEMBER, 1929.

THE TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 8th MARCH, 1930, to WEDNESDAY, 13th MARCH, 1930, Both Days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & Co.,
General Managers.

Hong Kong, 26th Feb., 1930. [9065]

NOTICE.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the Company's Board Room, 2nd FLOOR, ALEXANDRA BUILDING, HONG KONG, on WEDNESDAY, 19th MARCH, 1930, at 2.30 P.M. for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended DECEMBER 31st, 1929; electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 10th MARCH, 1930, until WEDNESDAY, 13th MARCH, 1930, Both Days inclusive.

By Order of the Board,
D. L. KING,
Secretary.

Hong Kong, 8th March, 1930. [9127]

FINE BRANDIES

Distilled and Bottled by

Renault & Co.

Established 1835.

Cognac, France.

Three Star

Five Star

and

R.V.O. Very Old

Liqueur Brandy

SOLE AGENTS—

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

PHONE C. 616. KOWLOON 19.

THE HONG KONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE SIXTY-FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Underigned on WEDNESDAY, the 26th MARCH, 1930, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the Year ended the 31st DECEMBER, 1929.

THE SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 15th to the 25th MARCH, 1930, Both Days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
The Hong Kong Fire Insurance Co., Ltd.
Hong Kong, 5th Mar., 1930. [9104]

THE BANK OF CANTON, LTD.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the Company will be held at the HEAD OFFICE, Hong Kong, on WEDNESDAY, the 26th MARCH, 1930, at 2.30 P.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 31st DECEMBER, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th MARCH, 1930, to the 25th MARCH, 1930, Both Days inclusive, during which Period No Transfer of Shares can be Registered.

By Order of the Board,
LOOK POONG SHAN,
Chief Manager.

Hong Kong, 10th Mar., 1930. [9143]

HONG KONG JOCKEY CLUB.

DRAFT Programme and Entry Forms for the SECOND EXTRA RACE MEETING to be held on SATURDAY, 22nd MARCH, 1930 (Weather Permitting), may be obtained at the RACE COURSE, HONG KONG CLUB, and GARDENWAY RACE STABLES.

ENTRIES CLOSE AT 12 O'CLOCK NOON on FRIDAY, 14th MARCH, 1930. [9149]

FANLING HUNT AND RACE CLUB.

STEEPLECHASES.

KWANTI—MARCH 10th.

FIRST RACE: 3.00 P.M.

SPECIAL TRAIN LEAVES KOWLOON 1.50 P.M. Returning from FAN LING 5.55 P.M. FARE: \$2.00 For ROUND TRIP, including ADMISSION to the RACES. [9144]

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.15 p.m., stated:—

"The depression remains central over Korea and the anticyclone to the North-East of Japan. A weak anticyclonic area covers S. China. Moderate North-East winds will prevail along the S.E. Coast of China and over the N. China Sea."

Local Forecast:—N.E. winds; moderate; fine generally."

BIRTHS.

GITTINS.—At the French Hospital, on March 12, 1930, to Mr. and Mrs. W. M. GITTINS, a daughter. [905]

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.
Night Editor (Wanchai Office): Tel. Central 4311.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MARCH 14, 1930.

BOILING OIL FOR SLAVES.

It is asserted that there are six million slaves in the world—not "wage-slaves," but men, women, and children definitely regarded as "property" by their owners. Strange reading, this, well on in the twentieth century, but the statement appears to be well authenticated. Strange, too, to read about "forced labour" in various territories controlled by one or other of the Great Powers. A writer in the *Dépêche Coloniale* recently declared that colonisation is no pretty, sentimental business, but a serious matter-of-fact job. If colonies in Africa are to be developed, forced labour is absolutely essential, otherwise the European nations concerned can at once abandon their efforts. Only through force, this French writer declared, can the natives be persuaded to work, and only by their forced labour can civilisation be advanced. The same argument was advanced at one time by the British in Kenya, and was formally approved by two Bishops and a missionary, among others, to say nothing of the Governor. It so happened, however, that another Bishop—Wroxton, of Zanzibar, held the contrary opinion, and was bold enough to express it. "We hold," he said, "that forcing Africans to work in the interests of European civilisation is a betrayal of the weaker to the financial interest of the stronger race."

These "bolshie" views of Bishop Wroxton caused a flutter in official quarters—so much so, indeed, that the Colonial Office changed its mind about approving forced labour in Kenya, in spite of the blessing already bestowed upon it by two other Bishops and a Governor. The story is told in detail by Lady Simon in her recent book on slavery, and it is well worth the reading. In the end the British Government went on record as definitely stating their considered opinion that "the interests of the African natives must be paramount, and that if, and when, those interests and the interests of the immigrant races should conflict, the former should prevail." That declaration rings in accord with real British sentiment, even though it does not carry a general episcopal benediction. It is a definite admission that might is not right—a frank and honest confession of a blunder, and a pledge that it will not be repeated. Lady Simon's book is an exhaustive study of a phase of affairs which reflects credit upon many European Governments. Her object is to direct public attention to the survival of various forms of chattel slavery in different parts of the world, and to appeal to this generation to complete the

work so nobly begun by WITTENBERG and CLARKSON. The author recalls that the League of Nations is pledged to effect the total abolition of slavery in all its forms, and she appeals to her readers to support the view that slavery in whatever form is a crime against the human race. If all men are created equal, with an inalienable right to life, liberty, and the pursuit of happiness, then it follows that the acts of seizing, trading, and owning slaves are dire offences against humanity.

Lady Simon deals with slavery in Abyssinia, the Sudan, Arabia, Sierra Leone, Liberia, Burma, Nepal, Ceylon, and China, and in this latter chapter we come up against a very familiar problem, that of the *mu-tai*. Turning from the book for a moment, we note that Lady Simon recently addressed the Junior Liberal Club in London on the subject of slavery, and made a special appeal to young Liberals to help in freeing the world from slavery. Lady Simon was reported to have spoken as follows:—"It is sometimes argued by people that there are such things as happy slaves. This is not so. In China little children are made to suffer terrible tortures through slavery. They are punished when they do wrong by having boiling water poured over their hands and boiling oil poured down their throats. Before we start preaching to other people, however, we must clean up our own house first. This sort of thing is going on in Hong Kong and in Ceylon." Now that assertion about this Colony is very unfair. There is no mention in Lady Simon's book of boiling oil being used in China for the torture of slaves. Reference is made to burning with hot irons as a Chinese form of torture, to pouring boiling water over the hands, to floggings, and to suspension by ropes. She cites one case of a little girl so treated who had both arms and legs amputated as a result of misadventure consequent upon such torture—but this was not in Hong Kong. In her speech to the young Liberals, however, Lady Simon referred to the boiling water and boiling oil forms of torture as "the sort of thing" which goes on in Hong Kong. By inference it was suggested that these practices were winked at by the authorities responsible for the administration of the Colony.

We feel certain that Lady Simon has no intention of misrepresenting the facts. Her case against slavery in general is so strong that there is no necessity either for exaggeration or misrepresentation. She is quite right in her contention that the *mu-tai* question has been thought of in Hong Kong in the light of the facts, but it must not be thought that conditions in this Colony are so bad as Lady Simon's spoken words suggest. In her book she keeps much closer to the facts, pointing out that the operation of the *mu-tai* system in Hong Kong once again illustrates the difficulty of suppressing a custom which has centuries of domestic sanction behind it. No one has ever disputed that in some cases—perhaps many—these girls are better fed, clothed, and cared for than they would be by their own parents. Nobody knowing the peculiar social and economic conditions existing in this Colony denies that any attempt to grapple with the *mu-tai* problem is fraught with great difficulties—many of which are not understood by those unfamiliar with life in Hong Kong. All these aspects of the subject have been dealt with in our columns many times, and are well-known to our readers. Still the unpleasant fact remains that slavery, though not recognised, does exist in the Colony, and will continue to exist until the Chinese who offend in this respect come to realise the iniquity of the system. And from what has happened recently, it would seem that realisation of their offence will come about only as a result of much more pressure being brought to bear upon offenders by the Government. Three months ago it was officially intimated that owners of *mu-tai* must register their girls, who are estimated to number 10,000. So far only about a hundred names have been recorded—proof positive that the law is being deliberately disregarded. "Now the crucial question seems to be," says Lady Simon, "whether these sections [of the 1923 Ordinance] are in fact being observed and enforced." It will indeed be a shameful thing if we console ourselves by the reflection that such enactments could be found printed in the Ordinances of Hong Kong while the system of *mu-tai* continues unaffected. Between now and June 1 all persons in this Colony who own *mu-tai* are required to register these girls, under penalty of \$500. The rate at which registration has gone on during the past three months is ludicrous. It has been suggested that one explanation of the fact that only about a hundred girls have been registered is that many have left the Colony since the authorities announced their intention of tightening-up the regulations affecting these girls. It is as difficult to produce proof of that statement as it was to find a Chinese who would not, under pressure, declare that his *mu-tai* was not a slave but an adopted daughter.

*Slavery. By KATHLEEN SIMON: With a Preface by the Right Hon. Sir John Simon, K.O.V.O. Hodder and Stoughton, London.

News and Views.

Three cases of small-pox and one of diphtheria were reported on Wednesday.

There will be a public lecture given at the Helena May Institute on Tuesday, March 18, at 3.30 p.m. "The Care of Children in the Tropics" by Dr. (Mrs.) Dovey. Mrs. Southorn will take the Chair.

Announcement has been made of the forthcoming marriage between Mr. Francisco Xavier da Silva Remedios, clerk, Hong Kong Electric Company, and Miss Arminda do Servo Monteiro, operator, Hong Kong Telephone Company.

The Fascist League of North America, which came into being with a great flourish of trumpets five years ago, was recently declared dissolved by a unanimous vote of the delegates attending a closed meeting at New York. The membership of the League was 12,000.

Ernest Duane, who was to die in the electric-chair in New York last month for murder, was told that his sentence had been commuted to life imprisonment. The first question he asked was:—"Do I lose my chicken dinner?" The principal keeper ruled: "no execution, no chicken dinner."

What is believed to be the "first case of suicide within the walls of the 100-year-old convent of the Good Shepherd at East Finchley" was the subject of an inquest last month. It was stated that Mrs. Marion Brady, aged 50, who had been having treatment at the convent for alcoholic excess, was found drowned in a duck pond in the grounds. A sister of the convent said that it was possible for the woman to have fallen in accidentally. Verdict: Suicide while of Unsound Mind.

Speaking of the increase in drinking in clubs and urging that they should be under greater police control, Sir Arthur Spurgeon, the chairman of Croydon County licensing magistrates, made this revelation. Recently a club in this division was suspected of serving drinks during prohibited hours. To get the necessary information a police officer had to make love to the woman holder of an off-licence below the club. The courtship led to the officer being recommended by her for membership of the club. Then he found that far more liquor was being consumed upstairs than at an ordinary public house of about the same size. Proceedings were taken.

Rival to Southend.

Shoeburyness hopes to rival Southend as a seaside resort. Shoebury Urban Council are starting work on an extension of the front, and are making a stone "apron" from the sea wall to the beach. They propose to build an up-to-date bathing pool and a boating pool. A modern estate is being laid out. The Rev. W. E. Toft, chairman of the Common and Foreshore Committee, said:—"The Shoeburyness of the future, we hope, will be one of the foremost seaside resorts in the country. It has fine air, three hours more tide than Southend, and a beautiful countryside. But let Southend take heart for the winter at any rate. Shoeburyness, with a ground temperature of 20 deg. during the night, was one of the coldest places in the British Isles to-day."

The "Last Car."

The "last car"—a crowded, stuffy little single-decker with steamy windows and faded paintwork—rumbled through the Kingsway tunnel, London, a few weeks ago and out on to the Victoria Embankment. "Old Joe" stood out in the middle of the roadway with his red lantern, and the white armlets of a policeman semaphored the traffic to stop. The little tram rattled on towards Westminster. The policeman's arms dropped. "Old Joe" carried his lantern to the pavement underneath Waterloo Bridge, blew it out in one brave gust, and went home. The Kingsway tunnel is closed—for twelve months at least. Eighty London County Council single-decker trams will either have to be scrapped or remodelled. The tunnel is to be deepened for double-deckers.

Mr. Chamberlain "Marooned."

Mr. Neville Chamberlain, the former Minister of Health, while visiting East Africa to obtain first-hand knowledge of territorial problems, was "marooned" on the plains in Kenya Colony. Mr. and Mrs. Chamberlain and their daughter, accompanied by Captain Ritchie, the Game Warden, left Nairobi to watch big game. Captain Ritchie took the party to a favourite spot of his known as Lone Tree, where they saw plenty of game, and had the luck to spot a rhinoceros—an unusual sight for that district. In crossing a river bed, however, the efforts of the men for three hours to move it were vain. When darkness fell attempts were abandoned, and the party settled down to await rescuers. At midnight Capt. Ritchie's wife, who had an idea where her husband had gone, set out in search of him. Accompanied by a chauffeur in one of the Governor's cars, she eventually traced her husband by the lights from his car.

Mr. Pypys in Hong Kong.

Today to the Club, where I did seek to get me free passes for the Play, but to my great discontent the Treasurer mightily shafted me and do say it is my money they require. Which grieves me mightily and I did call him a poor fasshe. But later when I do hear from Mr. Producers of the charges the Company are at for all the monstrous fine clothes they must provide, I repent me and do vow to go at least twice at my own charges, and as often more as anyone may bid me go with him. I hear that apart from the silks and satins and camelot clothes, there are a vast of periwigs which do cost a fortune. So towards my home and past a lawn where they do play at tennis. But so many it astonishes me as I heard the naughty cricketers did keep them away. But I mightily pleased to find they did not fell the trees which are His Majesty's. Back home where I find a sad rogue doth drink my strong waters and talk with my wife, which did disquiet me like a fool, and ran in my mind a great while. And so to bed.

Piracy Guards.

It is good to know that the British military authorities are now reconsidering their decision to withdraw the troops carried on certain ships as a guard against Chinese pirates. As we pointed out some weeks ago, when it was first reported that these guards were to be withdrawn, nothing has happened to warrant such a step being taken. On the contrary, there is every reason to anticipate trouble the moment present precautions are relaxed. During the period military guards have been carried there has not been a single attempt at piracy on the ships so protected. This is not to say no pirates have been aboard—probably they have, but the sight of khaki-clad soldiers has been sufficient to persuade them to make the trip as peaceful passengers. On ships carrying Indian guards, however, there have been no such successes, others have been clearly demonstrated that the provision of military guards is the most effective measure against piracy conceivable, and it would be criminal folly to withdraw this protection to ships' officers responsible for the safety of a ship and her passengers and cargo.

The David Greenwood Case.

D. Margaret Tyler has secured over 25,000 signatures to the petition she has been circulating praying for the release of David Greenwood, the young ex-serviceman who was sentenced to death early in 1916 for the murder of a girl on Eltham Common, and whose sentence was commuted to imprisonment for life. Dr. Tyler is convinced of the man's innocence and has been trying for a long time to secure his release. The petition, which has been delivered to the Home Secretary, contains some notable names, including that of Lady Hain. Some other signatures were obtained by Greenwood's sister, who has always been convinced that her brother was innocent. Dr. Tyler's interest in the case was aroused when the girl came to her as a patient and she learned that the ill-health was largely due to distress over her brother's long imprisonment. The fact that Greenwood had enlisted before reaching military age, and had a good war record, and had endured shell-shock was of special interest to the doctor, who is the daughter of a General and the grand-daughter of the General who introduced the use of sandbags as a protection for the artillery during the Crimean War. During the Great War Dr. Margaret Tyler organised and directed the services of scores of women who provided the British troops with enormous numbers of sandbags.

Looking Back 25 Years.

Lord Hawke, whose presence on the cricket-ground last Saturday attracted an unusually large field, had that ill-luck which seems to dog the steps of celebrated cricketers who have won famous victories, and from whom ever afterwards great things are expected at the wickets. Dismissed for 3 is not as bad as being dismissed with a duck-egg—but very nearly. Lord Hawke will know now where to look when he wants another team to go to the Antipodes.—*Hong Kong Daily Press*, March 14, 1905.

Looking Back 50 Years.

The various subscriptions for the relief of famine in Ireland, are getting on famously. The one started by the Chamber of Commerce has been headed by Messrs. Jardine, Matheson & Co. with \$1,000, and the Masonic Fund is, we hear, likely to prove a very handsome contribution. We hear that Indian subscriptions, through the exertions of Messrs. Mody and H. M. Mehta, have been brought up to some \$2,000. Altogether the various subscriptions will foot up to an amount that will well maintain the reputation of Hong Kong for benevolence.—*Hong Kong Daily Press*, March 15, 1880. (The dollar was then worth 3s. 8½d.)

Taste, not price, makes a book the perfect gift.

- IT'S A GREAT WAR! by Mary Lee ... \$9.00
The novel that won £2,500. The book has the reality of actual experience.
- Lytton Strachey's ELIZABETH & ESSEX ... \$12.00
A tragic history of the love-story of Queen Elizabeth.
- FAMOUS PLAYS OF TO-DAY ... \$4.00
8 Plays in 1 volume. The book contains:—"Many Waters," "Young Woodley," "Journey's End," "Mrs. Moonlight," "Lady with the Lamp," "Such men are dangerous."
- Stanley Rogers' SHIPS & SAILORS ... \$7.50
Tales of the Sea. With illustrations.
- Coningsby Dawson's THE TEST OF SCARLET ... \$3.50
A romance of reality—one of the most hideous realities the world has ever seen.
- Elizabeth Keith's EASTERN WINDOWS ... \$15.75
An artist's notes of travel in Japan, Hokkaido, Korea, China, Hong Kong and the Philippines. Superbly illustrated. Miss Keith is now in the Colony.
- THE PLAYS OF JOHN GALSWORTHY ... \$6.80
The volume contains all the 27 plays of John Galsworthy including "The Roof" previously unpublished.
- GREAT SHORT STORIES OF THE WORLD ... \$6.80
Here, in a volume of nearly 1100 pages, are collected the masterpieces of short story writing of the world, drawn from all literatures, ancient and modern. No such comprehensive collection has ever before been attempted in a single volume.

KELLY & WALSH, LTD.

(Incorporated in Hong Kong).

CRISIS IN NAVAL CONFERENCE.

A COMPLETE DEADLOCK.

FRANCE BLAMES ITALY.

[THROUGH REUTER'S AGENCY.]

LONDON, March 13.

A pessimistic view marks most of the Press comments this morning on the prospects of a substantial Naval Conference agreement. It is recognised that a crisis has been reached which may prove fatal.

A further effort will be made to-day to get out of the complete deadlock which manifested itself at the close yesterday by exploring new avenues which might lead to an agreement.

M. Briand Depressed.

LONDON, March 12. There is a distinct impression that to-day has been one of the critical days, perhaps the most decisive in the whole course of the Conference. Mr. Briand, who was depressed, told French journalists that the idea of a political pact was ruled out, which fact ruled out also the possibility of substantial reduction in the French tonnage figures. M. Briand blames the Italians for not producing figures, but simply insisting on parity with France.

It is understood that the absence of the Italian figures was sharply raised at to-day's meeting of the heads of delegations, which the Italians did not attend, and that Mr. Briand was informed that the Italians had been asked to produce the figures.

Gloomy Outlook.

The atmosphere in French circles is distinctly gloomy. The probable outlook appears to be a Five Power treaty which may secure qualified disarmament in the form of a holiday in the building of battleships and incorporate a considerable amount of preparatory technical work, which may smooth the way to a future conference. Mr. Briand believes that the Conference may last another fortnight.

British Construction Stopped.

LONDON, March 12. In the House of Commons at question time, Mr. A. V. Alexander stated that since January 1, 1929, His Majesty's Government had cancelled 68,000 tons of warship construction. As far as he was aware, no tonnage had been cancelled by the other Powers.

Tonnage Deliberations.

The Naval delegates with their experts met in Mr. Ramsay MacDonald's room in the House of Commons to-day, and dealt with the British and French tonnage figures as collated and simplified as various meetings between Mr. Alexander, M. Duménil, and Mr. Dwight Morrow, this involving the continuation of the conversations which have taken place in the interval between the political heads of the British and French navies. There was no hint that any decision in the matter would be brought up to-morrow.

NEW PROHIBITION PROBLEM.

IS THE BUYER GUILTY?

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 13.

A case of vital importance to millions of Americans has been brought before the United States Supreme Court by the Department of Justice which is seeking a decision as to whether the purchaser of intoxicating liquor as well as the vendor is guilty of a conspiracy to violate the law.

Hitherto only the manufacture, sale, and transportation of liquor have been considered indictable offences.

SOVIET TRADE MISSION TO AMERICA.

DETAINED AT ELLIS ISLAND.

[REUTER'S AMERICAN SERVICE.]

New York, March 13.

Twenty representatives of the Soviet Government, who arrived aboard the "Majestic" yesterday, were detained at Ellis Island. The delegates claim they have come to the United States to purchase American machinery through the Amtorg Corporation (a body formed to facilitate Anglo-Russian trade). The corporation, however, denies this.

NEW AMBASSADOR TO U.S.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 12.

Sir Ronald Lindsay, the new British Ambassador to the United States in succession to Sir Emma Howard, accompanied by Lady Lindsay, sailed from Southampton in the Aquitania to-day to take up his post.

CHALLENGE TO GOVERNMENT.

MR. BALDWIN'S VOTE OF CENSURE.

QUESTION OF IMPERIAL PREFERENCE.

[THROUGH REUTER'S AGENCY.]

LONDON, March 13.

The Conservative vote of censure to be moved by Mr. Baldwin in the House of Commons to-night deplores the depression in trade and the increase in unemployment resulting from the Government's present policy, and regrets the Government's refusal not only to extend the safeguarding of imperial preference, but even to declare its intentions in regard to the maintenance of the existing safeguarding and the McKenna duties on sugar, silk, and the key industries, thereby increasing the uncertainty and distress.

The *Daily Chronicle's* political correspondent states that the McKenna duties on imported motor-cars and the duties on silk and artificial silk will be retained.

DEATH OF EARL OF COVENTRY.

"FATHER OF THE HOUSE OF LORDS."

[THROUGH REUTER'S AGENCY.]

LONDON, March 13.

The death is announced of the Earl of Coventry, "the father of the House of Lords," and one of the most famous sportsmen in England.

The late Earl of Coventry was ninety-two years of age. He was educated at Eton and Oxford, and was twice Captain of the Gentlemen-at-Arms. For many years he was Master of the Buckhounds. His son, Viscount Deerpark, succeeds to the title.

STRANGE REPORT ON PHIL SCOTT.

"HEART NOT NORMAL AND BLOOD SLAGGISH."

[THROUGH REUTER'S AGENCY.]

LONDON, March 13.

Just before the great fight in which Phil Scott was knocked out in the third round a sensational report was issued by the Boxing Commission's doctors about Scott. One doctor said that Sharkey was by far the fittest conditioned of the many boxers in training at Miami, and that Scott was easily the worst. A resume of the medical report says that Scott's body is soft and requires a hardening process, and that his heart is not quite normal. His heart beat, the report continues, unlike that of Sharkey, does not return to normal quickly enough; his blood is sluggish, and his general reaction is sluggish. The doctors go on to declare that Phil lacks proper co-ordination of mind and muscle, that his blood pressure is good, but not excellent, that his chest expansion is not good for a man of his height and reach and weight, and that as a result his lung power is weaker than it should be.

M.P. REBUKED BY MAGISTRATE.

27 FINE AND A SUSPENDED DRIVING LICENCE.

Mr. Derwent Hall Caine, M.P. for the Everton Division, who was summoned at Marlborough-street Police Court for driving his motor-car negligently in Oxford-street, declared: "I have never had any sort of summons like this in my life in any country in the world."

Mr. Knight, cross-examining, asked Mr. Hall Caine about two previous convictions for exceeding the speed limit.

Mr. Hall Caine retorted that this was a different type of offence. It was not dangerous driving.

Mr. A. de Fleury, for the defence, asked Mr. Mead, the magistrate, to say that the offence was an error of judgment.

"Most Serious."

Mr. Mead said he could not do that. Mr. Hall Caine would be fined 27 and 23 costs.

Mr. Hall Caine: I beg leave to appeal.

Mr. Mead: I have not finished yet. I think it is a most serious thing for police signals to be disregarded. His licence will be endorsed and suspended for one month.

Mr. Hall Caine. Have you finished now, sir? I beg leave to appeal. May I say I think it is iniquitous!

Mr. Mead: You must not say that. You must treat the court with proper respect.

Mr. Hall Caine: I beg your pardon, sir.

Mr. de Fleury gave notice of appeal.

BUDGET FORECAST.

INCREASE OF £40,000,000.

NEW TAXES UNAVOIDABLE.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 13.

With the issue to-day of the Army Estimates for the year 1930-31, it is now known what sum the Chancellor of the Exchequer will have to provide to meet the Supply Services for the year. The Estimates are as follows:—

The Army: £40,500,000, a decrease of £45,000.

The Navy: £51,730,000, a decrease of £4,120,000.

The Air Force: £17,850,000, an increase of £1,650,000.

Civil Service votes: £293,633,000, an increase of £36,500,000.

Customs, Excise and Inland Revenue: £12,134,600, an increase of £368,000.

The total is £417,909,000, showing a total increase of nearly 35,000,000.

A saving of £15,000,000.

The exact amount of the debt and consolidated funds charges will not be disclosed until Budget day. In the last Budget, provision made for this expenditure, including sinking funds, amounted to £279,000,000.

In the coming financial year there will be a saving of £15,000,000 in consolidated fund charges by payments hitherto made to local taxation on account of being transferred to civil estimates.

If other items in the consolidated fund charges remain at last year's figures, and provision for the sinking fund is not reduced, expenditure under these heads would be £364,000,000, which would bring the total expenditure in Mr. Snowden's forthcoming Budget to £782,000,000. Compared with the total of £742,000,000 in the last Budget, this shows an increase of £40,000,000.

The £15,000,000 transferred to the civil estimates is attributable to the relief of local taxation under the legislation of the late Government. This can be met out of the relief suspense account, which at present has a balance of about £80,000,000. Twenty-five millions of the increased expenditure would have to be met out of the ordinary sources of revenue.

Whether the Chancellor of the Exchequer, when he makes his Budget statement on April 14, will find it necessary to impose new taxation, is the subject of serious discussion in the Press.

LINER'S VALUABLE CARGO.

22,000,000 IN GOLD FROM AUSTRALIA.

[THROUGH REUTER'S AGENCY.]

SYDNEY, March 13.

The liner Orford has sailed carrying 22,000,000 in gold to assist in the balancing of Australian accounts in London.

FLYING MILLIONAIRE LEAVES FOR TOKYO.

[THROUGH REUTER'S AGENCY.]

AKYAB, March 13.

Mr. Van Lear Black, the flying millionaire, took off to-day en route to Tokyo.

ENGAGEMENT-RING LAW.

BREACH DAMAGES FOR A WIDOW.

Mrs. Louisa Hussey, a widow, was awarded £100 damages at the Northampton Assizes Civil Court last month against Mr. Henry Thomas Marriott, licensee of the County Cricket Ground Hotel, Northampton, for breach of promise.

Mr. Marriott is known to footballers and county officers as all parts of England. Mrs. Hussey was formerly resident manageress at the hotel.

Mrs. Hussey said that both in June 1924 and at Easter 1927 she and Mr. Marriott verbally agreed to marry.

Mr. Marriott denied that any promise was made and counter-claimed for the return of jewellery.

It was stated in October last year Mr. Marriott, who was about sixty years of age, married another woman. Mrs. Hussey received a ring, and this she wore in the hotel openly on her engagement finger.

Mr. Justice Finlay, summing up, said if the ring was habitually worn by Mrs. Hussey on her engagement finger when in the hotel in the presence of Mr. Marriott then that would constitute evidence corroborating Mrs. Hussey's contention.

The jury found for Mrs. Hussey on the counterclaim.

THE INDIAN CRISIS.

AMERICAN PROFESSOR SUPPORTS GANDHI.

REMARKABLE INCIDENT IN BOMBAY.

[BRITISH WIRELESS SERVICE.]

BOMBAY, March 12.

The opening day of civil disobedience was wound up by a mass meeting on the Esplanade in the evening.

The speakers included Dr. Herbert Miller, Professor of Sociology, of Ohio, who is touring India with his wife. He said that the world was keenly watching Gandhi's novel experiment, which was characteristic of the history of India. It was bringing religion to the solution of political problems. The success of the movement would be India's greatest contribution to human affairs.

Prepared for Death.

AHMEDABAD, March 12.

Mahatma Gandhi gave his "message of salt" to Asahi and a neighbouring village. At a meeting at Asahi this evening he said that the salt tax was collected stealthily; therefore it amounted to theft, and declared that for the removal of the salt tax they must be prepared for the worst, even death.

Gandhi said that the Government had arrested Vallabhai Patel for his intention to address a public meeting, and added: "Let the Government arrest me for actually doing so." He said that he had left the seminary, he hoped for good, and was addressing them possibly for the last time.

Orderly Demonstrations.

NEW DELHI, March 12.

Apart from a schoolboy's demonstration at Bombay, the first day of the civil disobedience campaign passed off without incident. There were orderly demonstrations in various parts of upper India, mainly limited to hoisting the nationalist flag, and speech-making and a demonstration by the New Delhi Organised Youth League, which passed off peacefully. Practically no extra police precautions were needed.

There have been practically no demonstrations at Lahore, Amritsar, or Rawalpindi, though the President of the Youth League at Rawalpindi was arrested on a charge of sedition.

It is significant that the Muslim-elected members of the Legislative Assembly on March 10, expressed unreserved opposition to Gandhi when they helped the Government to defeat a motion to discuss the arrest of Vallabhai Patel.

March Resumed.

AHMEDABAD, March 13.

Gandhi resumed his March at six o'clock this morning. Unlike yesterday, no crowd waited outside the rest-house to see him off, and he and seventy-nine companions had a clear road when they restarted for Baroda, seven miles away, where Gandhi is expected to speak.

RAILWAY STRIKERS AND POLICE.

FREE FIGHT NEAR BOMBAY.

[THROUGH REUTER'S AGENCY.]

BOMBAY, March 13.

Two policemen and 10 strikers were injured in a fight in a shed at Byculla where 300 Great Indian Peninsula Railwaymen were offering passive resistance by lying prostrate and obstructing the loyal workers.

The police arrested two of the leaders on charges of unlawful assembly and trespass. They then dispersed the passive resisters with their staves, upon which the strikers are alleged to have stoned the police, and this led to a free-fight.

MAYOR OF CALCUTTA ARRESTED.

APPEAL FOR CIVIL RESISTANCE.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, March 13.

Sengupta, the Mayor of Calcutta, has refused to furnish bail on the warrant issued in Rangoon, and therefore, he has been put in custody and directed not to leave his house until to-morrow when he will be conveyed to Rangoon.

Addressing a public meeting last night, Sengupta appealed for volunteers to join the Civil Resistance Army and to carry out Gandhi's programme. He declared that he hoped before he was taken from Bengal that thousands would come forward to convince him that bureaucratic violence is no longer going to win the day.

THE KUOMINTANG IN MALAYA.

FURTHER QUESTIONS IN COMMONS.

SIR CECIL CLEMENTI'S DESPATCH AWAITED.

[THROUGH REUTER'S AGENCY.]

LONDON, March 12.

In the House of Commons to-day Commander Kenworthy (Lab.) asked for a further statement regarding the action of the Governor of the Straits Settlements and High Commissioner of the Malay States, Sir Cecil Clementi, in suppressing the activities of the local Kuomintang, and whether, in view of the importance of the Chinese community in the Colonies, it was proposed to revoke the action.

Dr. Drummond Shields replied that the Kuomintang had for some years not been accorded recognition in the Malay States. Lord Passfield was communicating with the Governor on the matter, and pending a receipt of the despatch, Dr. Shields said he was unable to reply more fully.

Earl Winterton asked whether the House must understand that the Government were putting pressure on the local Government to refrain from putting an end to the mischievous actions of this Communist organisation! Dr. Shields replied that Earl Winterton must not understand that.

STROLLING ON TOP OF R.100.

SIR DENNISTOUN BURNEY TRIES IT.

Three thousand feet above the sea Sir Dennistoun Burney had a thrilling adventure during the concluding stages of R.100's recent great flight of 34 hours.

Sir Dennistoun, who was responsible for the construction of R.100, journeyed along the top of the air ship, from one end to the other, a distance of 700 feet. By clinging grimly to a little rope he maintained a precarious foothold against a fierce wind. Accompanying him was Mr. N. S. Norway, chief engineer to the Airship Guarantee Company.

Many thrills are possible on aircraft, but none more extraordinary than a feat of this kind. The vessel was flying at an air speed of 60 miles an hour when, past the petrol tanks, the ballast tanks, the huge gas bags, and all the other impedimenta, the two adventurers mounted inside, to the top of the structure.

Clambering outside, they began their trip.

"Along the Cat-Walk."

Sir Dennistoun later made light of what had happened, but those who knew of his experience were full of admiration for the coolness he showed.

It was not in any spirit of bravado the plan was carried out. Sir Dennistoun not only felt that as the constructor of the airship he should be able to do what some of the flying men have to attempt in emergency; he desired to ascertain at first hand and in the most thorough way the effects of wind resistance on the envelope. To get out on top was necessary.

Running along the whole length of R.100's top is a "cat walk" only seven inches wide. Thoroughly provided is a 700 feet length of rope which lies on the fabric and is secured at intervals of about two feet.

One or two highly-experienced members of the crew find it possible to stand upright on the top of the vessel, but Sir Dennistoun Burney wisely determined that his best plan was to crawl along. What it means to meet wind pressure at 60 miles an hour can be appreciated by anyone who attempts to do so even in a car without a windscreen. The foothold on the top of an airship is a precarious thing, and the height factor has to be taken into account.

"Decidedly Interesting."

The first few moments were strenuous enough, but the physical effort required reached its peak at a later stage, and fatigue developed.

Notwithstanding this, R.100's constructor calmly took advantage of the aerial adventure to study at leisure the action of the wind on the outer cover. In particular he noted the effects caused on streamlining by the obstruction of his body.

"The experience was a decidedly interesting one," said Mr. Norway. "The ship was over the sea, off Lynton, when Sir Dennistoun and I went on top."

"The cinema film taken from an airplane on the last trip had shown certain undulations in the fabric, but our observations proved that these undulations had been photographically exaggerated. At each transverse frame we paused to sit down for a rest."

"When we reached the region of the fins, and were out of the full force of the wind, we sat for some time admiring the wonderful view. We had very little feeling of insecurity, and we did not find the (Continued at foot of next column).

KWANGSI CAMPAIGN.

HEAVY FIGHTING EXPECTED.

[FROM OUR OWN CORRESPONDENT.]

CANTON, March 13.

Heavy fighting between the warring factions in Kwangsi is again threatened in the vicinity of Sunchow and Kweihai, important points on the upper part of the West River, towards which the pro-Nanking forces are converging. The Kwangsi "Ironside" coalition defending these cities are well dug-in and show no sign whatever of yielding. Deep trenches have been dug on the outskirts, and it appears that the insurgents will try to defend their positions at all costs. Another big and probably the decisive clash will take place either to-day or to-morrow, according to the last reports from the front. The Canton Higher Command has declared that if Sunchow and Kweihai are captured, the major part of the Kwangsi campaign will be over.

The "Ironside" and the Kwangsi troops are fighting under the most adverse conditions according to information just received here, and Canton's aerial squadron has been inflicting telling blows. Unless the day is cloudy or rainy, no soldiers dare to encamp in the big cities, such as Sunchow, Nanning and Liuchow, for fear of bombs being dropped. Some scores of houses and numerous civilians in these cities have been killed by the explosion of aerial bombs.

RED FLAG IN KWANGSI.

A circular telegram has been issued by Li Tsung Jen, Pei Tsung Hsi and Shiu Hung denouncing Li Ming Shui and Yu Tsok Pak. The Kwangsi leaders say in the telegram that Li and Yu have formed a Soviet Government in Lunghow in Western Kwangsi and their troops have adopted the red flag.

A PLEASANT UP-COUNTRY PRISON.

According to a report from Toyshan district, the conditions in the local prison are so bad that out of a total of 290 prisoners, over fifty were taken ill in consequence of their imprisonment. Recently, the magistrate visited the prison and remarked that the place is too dirty, damp and unhealthy for human beings to live in. Measures are now being taken to improve conditions and the allowance for medical needs has been increased to \$200 a month.

YOUNG AMERICAN'S ROMANCE.

HIS BRIDE THE STEP-DAUGHTER OF A HAWKER.

Only a few hours after Mr. Williamson, a rich American, arrived at Ainess, Ross-shire, in a luxurious motor-car everyone knew that his son had proposed to Miss Charlotte Williamson, stepdaughter of a hawker.

And next day the marriage took place before the Sheriff at Dingwall.

Bride and bridegroom were distantly related, but they had never met before.

Mr. Williamson, senior, left Scotland when he was two years of age. He was taken to America, where he worked hard and prospered.

Last month he returned to Scotland. His object—highly romantic object—was to find a Scots wife for his son and a Scots husband for his daughter. He hired a car and hurried through the countryside, trying to trace his relatives.

And at Ainess he found an aunt who introduced the family to Charlotte Williamson.

"A Fine Young Fellow."

Mr. A. Thomson, of the Commercial Hotel, Ainess—which was the visitors' headquarters during their stay—said:—

Everybody in Ainess knows Charlotte Williamson. She lived with her mother and step-father, a hawker named Reid.

"It was easy to see that Mr. Williamson was a rich man when he arrived here, for he spent money freely. He was a pleasant man, too, and his son a fine, upstanding young fellow."

"It all seemed to happen in a flash—a case of love at first sight. Miss Williamson's parents were delighted, and so was everybody else in Ainess."

Sailing Soon.

"Our only regret is that Miss Williamson has left Ainess. I understand the young couple are sailing for America soon. But perhaps, when Charlotte has settled down in America, she will come over on a visit."

Mr. George Munro, a butcher in the High-street, said:—

"Aye, I knew Charlotte well. She was a good lass to her mother and step-father. She often helped her step-father in his business."

DARING HOLD-UP IN SHANGHAI.

DAYLIGHT ROBBERY ON BUND.

THIEVES DECAMP WITH \$46,000.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, March 13.

A daring daylight robbery was perpetrated on the Bund this afternoon when a messenger of the Joint Savings Society, with an armed escort was held up by four desperadoes.

After relieving the escort of their weapons and seizing a sum of forty-six thousand dollars from the messenger, the desperadoes sped off in a waiting motor-car. Up to now there have been no arrests.

THE PRICE OF VICTORY.

NANKING'S SUBSIDIES TO WARLORDS.

[THROUGH REUTER'S AGENCY.]

PEKING, March 13.

Troops under Han Fu Chu and Shih Yu San are pushing northward in the direction of Shansi presumably to attack the Shansi troops.

It appears that Yen Hsi Shan received \$5,000,000 from the Central Government last year to settle the Kuomintang rebellion. Yen gave only \$500,000 to Han and Shih who were greatly dissatisfied with so small a share. Recently, Han and Shih each received \$1,000,000 from the Central Government to turn against Yen and to attack the Shansi troops.

THE TWO "DOUBTFUL" GENERALS.

[NAVAL WIRELESS.]

According to a report received, it appears that Generals Han Fu Chu and Shih Yu San have established their Headquarters at Hsin-beiang and Changteh in Northern Honan.

"EDWARD" AND "FANNY."

MAYORESS' MISTAKE AT ROYAL FUNCTION.

"Charlie Windham, was captain of the Osborne, the Prince of Wales' yacht, and we stayed with him occasionally. He told us that once when

MORE RECRUITS WANTED.

Thanks to "All Ranks

Recruits Wanted

If they do not do so and set the example, how can we expect those holding more subordinate positions to join up?

(Continued on next Column.)

PROPOSED DIVIDEND.

EXCHANGE RATES

..[BRITISH WIRELESS SERVICE.]

Rugby, March 12.	
Paris	124.25
New York	43.60/16
Brussels	34.886
Geneva	23.135
Amsterdam	12.125
Milan	92.88
Berlin	50.55
Stockholm	48.11
Copenhagen	38.195
Oslo	35.17
Vienna	34.475
Peking	1843
Hankow	1934
Madrid	39.25
Lisbon	108.30
Athens	375
Bucharest	818
Rio	53
Buenos Aires	42 1/16
Bombay	1/5 27/32
Shanghai	1/10 1/3
Hong Kong	1/51
Yokohama	20 11/32
Silver (spot)	18 1/2
Silver (forward)	38 3/16

LEAVE FOR SACRED
FESTIVALS.

LEAVE FOR SACRED
FESTIVALS.

In each case officers and men should be given leave, if possible, in time to reach home by sunset on the previous day.

I will end my address by making a special reference to you, Colonel Bird, who in spite of being a very busy man and having attained an age at which you are fully entitled to have a rest, yet you continue to render loyal service to the Colonial Government and also to the Hong Kong Volunteer Defence Corps, in a way which should form an inspiration to the young men of the Colony, to come forward and do likewise.

EARNINGS INCREASE OF

CHAIRMAN'S SPEECH.

CHAIRMAN'S SPEECH.

New Pier to be Built.

New Pier to be Built.

" Balance Sheet.

Messrs. Allan Cameron and F. Austin were re-elected directors on the proposal of Mr. C. H. W. Kew, seconded by Mr. J. T. Bagram.

Messrs. Percy, Smith, Seth & Fleming and Messrs. Linstead & Davis were re-elected auditors on the proposal of Mr. N. V. A. Croucher, seconded by Mr. Stuart Smith.

**HONG KONG STOCK
EXCHANGE**

THURSDAY. MARCH 13.				THURSDAY. MARCH 13.			
Buyers	Sellers	Sales	Nominal	Buyers	Sellers	Sales	Nominal
Banks							
...	...	\$1,380	5	H.K. Banks .....	...	\$1,385	...
...	...	2108	...	Do. (London) .....	...	...	...
...	...	2173	...	Chartered Banks .....	...	...	...
...	...	239	...	Mercantile Bks. 4 1/2 .....	...	...	...
...	...	2104	...	Do. "C" .....	...	...	...
\$98 1/2	Bank of East Asia	\$98	...	...
Insurances							
\$765	Canton Ins.	\$760	...	...
T.180	\$1 1/2	...	...	Underwriters	\$1.10	\$1.30	...
\$397	...	\$368	...	North China .....	...	...	T.160
...	M. \$30	Union Ins.	\$308	...	...
\$340	Yangtze Ins.	\$345	...	...
\$695	China Fire	\$690	...	...
...	H.K. Fire .....	...	...	...
Shipping							
...	\$33 1/2	...	...	Douglases .....	...	...	\$24
\$28	Steamboats	\$24 1/2	...	\$20
...	Indos (pref.) .....	...	...	\$80
...	Do. (def.)	95/8	96 1/2	...
\$25	Shell Transport .....	...	...	\$25 1/2
...	Water-borne .....	...	...	...
Mining							
\$6 1/2	Benquet .....	...	...	...
...	47/6	Kailans .....	...	...	\$4 1/2
...	T.13.80	Langkats (comb.) .....	...	...	T.14
...	T.7 1/2	Do. (single) .....	...	...	T.9
...	T.1.50	Explorations .....	...	...	T.12
...	T.5	Shanghai Loans .....	...	...	T.3
\$17 1/2	...	518	...	Raubs	\$17 1/2	...	...
...	21 1/2	Tronoh Mines	19/3	...	...
...	Docks, Wharves, .....	...	...	...
...	Godowns, etc. ....	...	...	...
\$169 1/2	...	\$183 1/2	...	H.K. & K. Wharfs .....	...	...	\$153 1/2
...	\$5.10	...	...	Providents .....	...	...	\$5.1
\$32 1/2	H.K. Docks	\$31 1/2	...	T.17
T.129	T.133	...	...	Shanghai Dock .....	...	...	T.15
T.7.80	New Engineerings .....	...	...	...
T.218	Hongkows .....	...	...	...
Cotton Mills							
T.16	Ewos .....	...	...	T.16 1/2
...	T.8.0	Shai. Cottons (old) .....	...	...	T.83
...	T.78	Do. (new) .....	...	...	T.81
...	T.10	Zoong Sings .....	...	...	T.63
Lands, Hotels and Buildings							
\$12.90	H.K. & S. Hotels	\$12.90	...	\$12.90
\$63 1/2	...	\$64	...	H.K. Lands	\$63 1/2	...	\$64
T.325	Shanghai Lands .....	...	...	...
...	\$5.30	...	...	H.K. Realty	\$6 1/2	...	...
\$14	Humphreys	\$14	...	...
\$98	Chinese Estates .....	...	...	...
Public Utilities							
\$30.40	Tramways	\$30.30	...	...
\$69 1/2	\$11 1/2	Peak Tram (old)	\$11	...	...
\$19.05	\$19.30	\$18.80	...	Do. (new)	\$5 1/2	...	...
\$14.90	...	\$15.10	...	Star Ferries	\$68	...	...
...	C. Lights (old)	\$19	\$19.20	...
\$66 1/2	67 x d.	\$68 1/2	7	Do. (new) .....	...	...	\$15
\$23	Do. (comb.)	\$22 1/2	...	...
\$10.30	H.K. Electric .....	...	...	...
T.1 1/2	Macao do .....	...	...	...
18/3	10/-	...	...	Sandakan Light	\$10	...	...
...	Telephones .....	...	...	...
...	China Buses .....	...	...	...
...	Traction .....	...	...	9/-
...	Do. (pref.) .....	...	...	...
Industrials							
...	T.10	Caldbeck, (ord.) .....	...	...	...
...	\$23	Macgregor (pref.) .....	...	...	...
...	T.10	Canton Ice .....	...	...	...
\$14.30	Cements (comb.)	\$14.75	...	14.60/15
\$4.10	\$10.80	\$4.15	...	Do. (old) .....	...	...	\$11 1/2
\$0.75	Do. (new) .....	...	...	\$11 1/2
...	Ropes .....	...	...	\$7 1/2
...	China Sugars .....	...	...	...
...	Malabon Sugars .....	...	...	\$29
...	\$27	United Asboates .....	...	...	...
Miscellaneous							
\$22.20	Dairy Farms	\$22	...	...
\$240	Der A. Wings .....	...	...	...
\$95 1/2	Amusements	\$28 1/2	...	...
...	\$1.20	Constructions	\$1.20	...	...
\$2 1/2	\$2.70	...	...	Lane Crawfords .....	...	...	\$3
\$18	Mackintosh .....	...	...	...
...	Nanyang Tobacco .....	...	...	\$4
...	\$12	Sinceres (old)	\$10.70	...	...
...	Do. (new)	\$9.90	...	...
...	\$11 1/2	Watsons .....	...	...	\$12 1/2
...	Wm. Powells	\$9 1/2	...	...
\$220	B. Ind. G.S. Bonds	60 1/2	...	...
\$7 1/2	H.K. Govt. Loan	\$105 1/2	...	...
...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS.		SUNDAYS & HOLIDAYS	
	FROM F.P.O.	FROM SHANGHAI BRANCH P.O.	FROM F.P.O.	FROM SHANGHAI BRANCH P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.30 a.m. 7.00 p.m.	7.15 a.m. & 6.00 p.m. Sundays 5 p.m. only	7.30 a.m. 7.00 p.m. Sundays 7.00 p.m. only
Macao & Tientsin	7.15 a.m. & 1.15 p.m.	7.30 a.m. 1.30 p.m.	7.15 a.m. & 1.15 p.m. Sundays 8.15 a.m. only	7.30 a.m. 1.30 p.m. Sundays 8.30 a.m. only
Kongmoon (except Saturdays)	6.00 p.m.	6.00 p.m.	5.00 p.m.	6.00 p.m.
Kaukong (except Saturdays)		6.00 p.m.		6.00 p.m.
Fatshan (By Train)	7.15 a.m.		7.15 a.m.	
Tai O	9.00 a.m.		9.00 a.m.	
Tai Po	9.00 a.m. 9.00 p.m.		9.00 a.m.	
Shumchun	9.00 a.m. & 8.00 p.m.		11.0 a.m.	
Chungchow	11.30 p.m. & 4.30 p.m. Saturdays 1.00 p.m. & 4.30 p.m.		11.00 a.m. & 4.30 p.m.	
Aburden				
Stanley	1.00 p.m.		8.30 a.m. 1.00 p.m.	
Antau, Pingshan, Santin, Shatin, Shatankok and Sheungshai	8.00 p.m.		10.30 a.m.	
Hakung	4.30 p.m.		4.30 p.m.	
Newtan, Sheki & Taipei		7.00 p.m.		7.00 p.m.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Vaux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD "MAILS."

FROM	PER	DATE
SANJO	Athos II	14th Mar
JAPAN, SHANGHAI & EUROPE via Siberia (London, 31st February)	Kalyan	14th Mar
U.S.A. (Seattle, 22d Feb.), CANADA, JAPAN, SHANGHAI & EUROPE via Siberia (London, 22d February)	Pres. Taft	14th Mar
JAVA via BORNEA	Tillabou	15th Mar
SHANGHAI & AMOT	Ticonderoga	16th Mar
MANILA	Emp. of Canada	16th Mar
STRAITS	Kashima Maru	16th Mar
AMOT	Tulosa	17th Mar
MANILA	Pres. Jackson	17th Mar
SHANGHAI	Asses	18th Mar
JAVA	Typhoon	18th Mar
JAPAN	La Plata Maru	19th Mar
U.S.A. (San Francisco, 22d February), HONGKONG, JAPAN & SHANGHAI	Tongo Maru	24th Mar
AUSTRALIA & MANILA	Ati Maru	24th Mar
JAPAN & SHANGHAI	Kamo Maru	24th Mar
U.S.A. (San Francisco, 21st February), HONGKONG, JAPAN & SHANGHAI	Pres. Wilson	24th Mar
U.S.A. (San Francisco, 19th February), HONGKONG, JAPAN & SHANGHAI	Pres. McKinley	24th Mar
JAPAN & SHANGHAI	D'Encourneur	25th Feb
U.S.A. (Seattle, 9th March), CANADA, JAPAN & SHANGHAI	Pres. Jefferson	23th Mar
CANADA (Victoria, B.C., 8th March), U.S.A. HONGKONG, JAPAN & SHANGHAI	Emp. of Russia	30th Mar
U.S.A. (San Francisco, 7th March), HONGKONG, JAPAN & SHANGHAI	Mrs. Van Buren	30th Apr

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE & TIME
Shanghai & Japan	Malwa	Friday, 14th
Swatow, Amoy & Foochow	Hui Ning	10.30
Hai Phong	Canton	2.00
Shanghai, Japan, & *EUROPE via Siberia	Adco II	2.35
Hoihow & Hai Phong	Nee Mathide	3.00
Formosa	Tris	3.00
Swatow	Chinkiang	3.00
Swatow	Kouloon	4.00
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 15th April	Kalaya	Parcel 4.30 Reg, 15th, 9.00 Letters 10.00 G.P.O. Par, 14th, 5.00 Reg, 15th, 9.45 Letters 10.30
Manila	Pres. Taft	Saturday, 15th
Manila, Sandakan, *Australia & *New Zealand via Thursday Island—due Thursday Island, 31st March	Tonda	Parcel 4.30 Reg. 4.15 Letters 5.00 Reg. 5.00 Letters 6.00
Shanghai, & *EUROPE via Siberia	Qalohas	Sunday, 16th
*Swatow, Foochow & Wei-Ha-Wei	Hutchins	15.30
Java via Batavia	Tikini	9.00
Bangkok via Swatow	Kalaya	9.00
Swatow, Amoy & Formosa	Canton Maru	9.00
Shanghai and Japan	Kashima Maru	Monday, 17th
Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria, B.C.—due Victoria, B.C., 4th April	Pres. Jackson	Parcel 10.30 Reg. 3.00 Letters 4.15 Reg. 5.00 Letters 6.00
Shanghai and *EUROPE via Siberia	Pres. Jackson	Parcel 5.00 Reg. 18th, 9.45 Letters 10.30
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 29th March	Tei Ping	Parcel 5.00 Reg. 18th, 9.45 Letters 10.30
*Manila & Java via Sourabaya	Tyondari	Tuesday, 18th
Bohow	Engnyuan	9.30
Swatow, Amoy and Foochow	Haiching	1.00
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & *EUROPE via Marseilles—due Marseilles, 20th April	Aenosa	Reg. 1.45
Swatow	Yatsing	Letters 2.30
Shanghai, Japan, Canada, U.S.A., C. & S. America & *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 4th April, & *Europe via Siberia	Emp. of Canada	Parcel 5.00 Wednesday, 19th Reg. 9.15 Letters 10.00
Straits & Calcutta	Tilano	Wednesday, 19th
Amoy	Tainan	Parcel 11.00 Letters Noon 3.30
Hoihow & Bangkok	Yingchow	Thursday, 20th
Straits	Keenan	9.30
Saigon, S. Africa & *South American Ports	La Plata Maru	10.30
Swatow & Foochow	Uheing Shing	5.00
Japan	Aki Maru	Friday, 21st
Straits, Ceylon, India, Mauritius, East & South Africa, Egypt & Europe via Marseilles—due Marseilles, 20th April	Kamo Maru	Reg. 9.30 Letters 9.30 Reg. 22nd, 9.45 Letters 9.30
Manila	Pres. Wilson	Saturday, 22nd
Sandakan	Mauwang	Monday, 24th
Saigon, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 26th April	Chenonocous	Tuesday, 25th
Manila	Pres. McKinley	Reg. 1.00 Letters 1.00 G.P.O. Reg. 1.45 Letters 2.30
Swatow	Ohaksang	4.30
Amoy	Hoeang	5.00 5.00
Straits and Calcutta	Yuensang	Thursday, 27th
Manila	Pres. Jefferson	Parcel Noon Letters 1.00
Manila	Emp. of Russia	Saturday, 29th
Manila		4.30
Manila		Monday, 31st
		2.30 p.m.

* Superscribed correspondence only.

INTIMATIONS.

NOTICE.

M. R. H. STEHR has been Authorized to Sign our Firm Per Procuration from THIS DAY.

SIEMSEN & CO.
Hong Kong, 12th March, 1930. [9148]

NOTICE.

NOTICE IS HEREBY GIVEN that the following BILLS of LADING have been LOST—
Hong Kong/Lisbon B/L No. 1 consisting of 2 copies covering:

A.B.V.
Lisbon 1/2, CANES Chinaware & Curios
Portugal
Shipper: Dr. Silva Mendon, Macao.
Consignee: Mr. Alberto de Almeida, Lisboa—Portugal.

Hong Kong/Lisbon B/L No. 3 consisting of 2 copies covering:

Capitao Moura
Lisbon 1, 1 case Silk Piece Goods
Portugal 2, 1 case Chinaware & Curios
Shipper: Captain G. Vidigal, Macao.
Consignee: Captain Jacinto Moura, Rua 10 de Maio, No. 22, Lisboa, Portugal.

shipped from Hong Kong per S.S. "Franklin" on March 8th 1930 to Port Said & transhipment to Lisbon per S.S. "Schiller".
The lost Originals are hereby CANCELLED and declared Null and Void. We have issued Duplicates instead.

MELOREBS & CO.
Agents:
NORDEUTSCHER LLOYD, BREMEN.
Hong Kong, 12th March, 1930. [9153]

NOTICE.

LET AIDES-DE-CAMP LIMITED.
A Corps of Retired Officers of His Majesty's Forces, under the Patronage of the Princess H.A.G., look after All Your Travel and Holiday Arrangements, including Purchase of Car, etc. Write to Us When You propose Coming Home, to 12, QUADRANT, AROCADE, LONDON, STAMET, LONDON, W.1.

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P.O. Box No. 45. [9054]

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THE SILICA Produced at the PAK SHA WU MINING DISTRICT, WALCHOW, KWONG TUNG, is a Well-known Product of High Quality, and is supplied to Various Leading Glass-Factories in All Parts of the World. We are Now Working the Mine on a Large Scale, and all Wholesale Business is conducted by the Company. Any Glass Factory desiring to make Purchases Direct, and Any Persons wishing to take up Agencies for Our Product, are requested to apply to—

LAM TIT SHANG.
General Manager,
Tai Lee Mining Co.,
25, Chia Loong Street,
(3rd Floor), HONG KONG.
Telephone: C. 3396.

FOR SALE.

FOR SALE.—No. 27, CHINGO COURT.—Apply with Offer to NATIONAL CITY BANK, HONG KONG. [9129]

FOR SALE OR TO LET.

ON the Borders of Dartmoor, 5 miles from Okehampton, modern stone house, standing in 9 acres, 3 reception, 5 bedrooms, bath (H & C), inside sanitation, E.L. central domestic offices. £2500, or would let furnished 3 to 12 months. Particulars and photos may be seen at DAILY PRESS OFFICE.—Apply BRYAN, SOUTH ZEPH, DEVON, ENGLAND.

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INTIMATIONS.

HONG KONG CLUB.

NOTICE.

THE SECOND YEARLY DRAWING of 20 DEBENTURES (1928 Issue—\$500. Each) of the HONG KONG CLUB, Payable on THURSDAY, the 30th SEPTEMBER, 1930, will be held in the CLUB HOUSE at 11 O'CLOCK, A.M., on THURSDAY, the 30th MARCH, 1930.
Borrowers of Debentures are invited to attend the Drawing.

By Order,
T. A. ROBERTSON
Lieut. Col.,
Secretary.
Hong Kong, 11th Mar., 1930. [9146]

G. R.
1930-1931.

SEALED TENDERS will be Received at the R. N. HOSPITAL until 10 A.M. on the 21st MARCH 1930, from persons desirous of supplying Beef, Mutton, Fowls, Pork, Bread, Oatmeal, Pure Cow's Milk, and other provisions, and necessaries for the year ending 31st MARCH 1931.
Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital.
The right to reject the Lowest or any Tender is reserved.

Wm. W. KEIR,
Surgeon Rear Admiral.
B. N. HOSPITAL.
Hong Kong, 13th Mar., 1930. [9153]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction of the Lot of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub-Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Kowloon Island, Lot No. 2519, Junction of Shaan Tsui and Mong Kok Tsui.	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ \$	\$ \$
		As per sale plan	About 5,000	5	7,000

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 17th DAY of MARCH, 1930, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shaan Tsui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1928, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 25 years less three days.

PARTICULARS OF THE LOT.

No. of Sub-Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	New Kowloon Island, Lot No. 2519, Junction of Shaan Tsui and Mong Kok Tsui.	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ \$	\$ \$
		As per sale plan	8,575	60	8,575

Messrs. DODWELL & COMPANY, LIMITED
Announces that They have been appointed

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COX & KINGS (AGENTS), LIMITED

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TRAVEL AND TOURIST BUSINESS.

THE TUBERCLE "FORCING BED."

GAOL IMPROVEMENT PASSED.

A Committee meeting was also held and a communique was sent to the Daily Press later, reading as follows:—

"With reference to the undertaking given in the Budget debate on September 23, 1929, that the money voted for 1930 for enlarging the Printing Shop at the Victoria Gaol should not be spent without further reference to Legislative Council, it is announced that the Unofficial Members of Legislative Council after an examination of the subject have now decided with one dissentient that they will not oppose this work being undertaken. The work will be proceeded with accordingly."

Marine Surveyors' Motor Boat.
It is further announced that the additional motor launch for the use of the Government Marine Surveyors, regarding which a similar reservation was made in the Budget debate, has received the unanimous approval of the Unofficial Members of Legislative Council and that the funds voted in the Estimates for 1930 for this purpose will accordingly now be used."

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by the s.s. Malwa from London and ports:—Miss R. Gaudet, Lieut. M. Price, Mr. and Mrs. J. C. Lyl and two children, Mr. and Mrs. F. J. Neenan, Master Neenan, Mr. W. R. Fleming, Lieut. R. W. Anstee, Mr. and Mrs. S. C. Robinson and three children, Commander E. S. Fagan, Comdr. P. E. Berryman, Mr. M. G. Thomerson, Mr. P. S. Apps, Lieut. A. I. Chubb, Mr. J. McFarlane, Mrs. L. B. Holmes, Mr. W. R. Kermod, Miss M. P. Anderson, Mr. J. Watson, Mr. A. J. Evans, Miss E. B. Fyfe, Mr. G. P. Hulbert, Mrs. D. F. Mann, Mrs. I. T. Stewart, Mr. H. W. Nickless, Mr. F. C. Duval, Mr. R. V. Ashford, Mr. D. MacAlister, Mr. W. L. Morrison, Mr. R. M. Reaser, Mr. and Mrs. R. C. Whybrow and infant, Dr. J. Anderson, Rev. F. Kettlewell, Miss E. Willoughby, Rev. B. H. Nash, Lieut. G. E. Jones, Mr. N. T. Boothby, Miss M. A. Bell, Mr. R. M. Smith, Mr. D. C. Brodie, Mrs. E. J. Story, Mr. W. H. Lock, Mr. E. McLaren, Mr. J. Liebrich, Miss M. A. Liebrich, Mr. G. Shanov, Mr. M. A. Zimmerman, Comdr. E. F. Law, Mr. K. G. Smith, Rev. D. F. MacKenzie, Mr. J. Wilson, Mrs. McC. Church, Miss Winkler, Mr. H. L. Stubbs, Mr. Shang Yeh Ming, Mrs. Kuo Yin Shih, Mrs. D. Dallen, Miss O. W. Crosby, Mr. and Mrs. J. Colgan, Mr. and Mrs. A. T. Chisholm, Mrs. M. S. Lyman, Mrs. J. L. Walker, Mr. P. W. Blackwell, Mr. and Mrs. W. J. Wilcoxon, Mr. N. McLeod, Mr. J. E. Parry, Mr. and Mrs. Kelly, Mr. T. Storey, Mr. K. L. Weston, Mr. Khoo Choon Hoe, Mr. Kwei Chih, Miss N. Prosser, Mr. and Mrs. Yu Ching Yip and infant, Mrs. V. M. Bond, Mr. W. W. Hornell, Mr. and Mrs. Findlay, Miss E. M. Cochran, Miss Booth, Mr. A. Bunch, Miss G. Bredell, Mr. C. Tiptaft, Mr. and Mrs. Stokirk and two children, Mr. S. G. Fenton, Mr. A. Burnett, Mr. Lin Yan Lun, Mrs. Kwei Ying and three children, Mr. H. F. O'Brien, Mr. D. F. O'Brien, Mr. W. P. Davies, Mrs. Inez and infant, Mr. D. Widowsen, Miss N. Lange, Dr. Wu Lien Teh, Mrs. Haines, Mrs. Enghretson, Mr. and Mrs. Goh Yee Teng and infant, Mr. W. F. Loremann, Mr. E. F. Peler, Mr. W. R. Byrnes, Mr. G. Finnan, and Miss A. Onkes.

"MRS. WARREN" ON THE WATER.

SAMPAAN MISTRESS AND HER "PASSENGERS."

It will be remembered that about a year ago the Rev. G. T. Waldergrave ventilated in our columns one of the social evils of the port—the sampans laden with women of a certain class who make a practice of visiting ships in the harbour. The sequel was a Government order forbidding sampans to take women of that class out to ships.

Yesterday a sampaan mistress was brought before Commander J. B. Newill, R.N., D.S.O., at the Marine Court for a contravention of the order.

Inspector Chevalier said that he stopped defendant's sampaan on Wednesday night, and in it he found four gaudily dressed women hiding in the cabin.

Defendant: I did not know they were prostitutes.

Inspector Chevalier: Anyone could see they were from their dresses. The Magistrate (to defendant): What is the difference between the dress of a respectable woman and a prostitute?—I don't know.

Inspector Chevalier: No respectable women would go out to a ship at 11 o'clock at night.

The Magistrate imposed a fine of \$10.

STORM IN NAVAL TEA-CUPS.

BUFFET CRISIS AT ST. JAMES.

Another crisis arose recently in London at the Naval Conference, although it has absolutely nothing to do with ships.

It is the tea buffet at St. James' Palace which is the cause of all the bother.

The catering firm which secured the contract for the buffet complained to the Government Hospitality Board that the receipts of the buffet do not warrant the caterers continuing their work.

The matter was discussed by the official spokesman of the British delegation, who weighed up the pros and cons, and then—just as they do at the League of Nations in Geneva—it was suggested that no hasty decision should be taken, but that the matter should be put back for further consideration.

A "Dry" Buffet.

It was rumoured that the matter would be referred to another committee—not necessarily a committee of experts—but just a committee. American journalists who were consulted refused to be drawn into another "tea issue," although "out of deference to our American friends," it was decided before the conference that the St. James' Palace buffet should be a "dry" buffet.

The suggestion that the Naval Conference, being unable to arrive at any decision concerning the scrapping of battleships, had decided to scrap the buffet, aroused much hilarity on the outskirts of the conference, but quite 500 people are taking the matter very seriously, and a petition was circulated for signature, praying that the buffet should be retained "and improved."

Willesden magistrate: It is not usual for a single man lodger to argue the point with his landlady; at least, it was not when I was a lodger.

Prisoner at Penze: I had two drinks, and when you have had two drinks you plead guilty to being drunk. I have always understood that.

What about the Dollar Exchange?

An interesting article dealing with the low exchange problem will be found in the "Weekly Press."

The Campaign in Kwangsi is also fully described, and there are full reports of several local company meetings.

THE PAPER WITH THE YELLOW COVER.

Price:—30 Cents.

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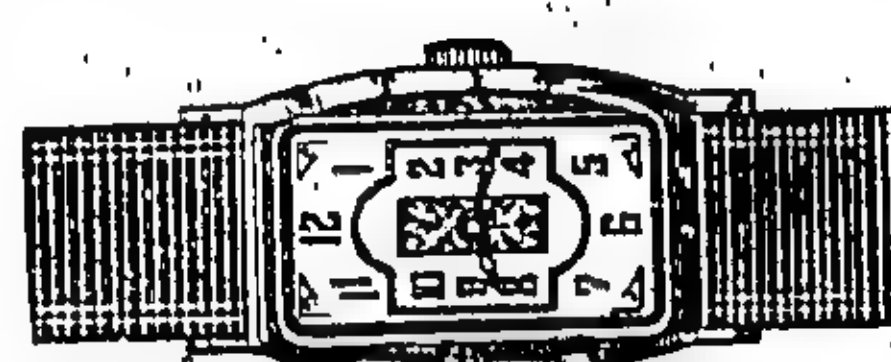
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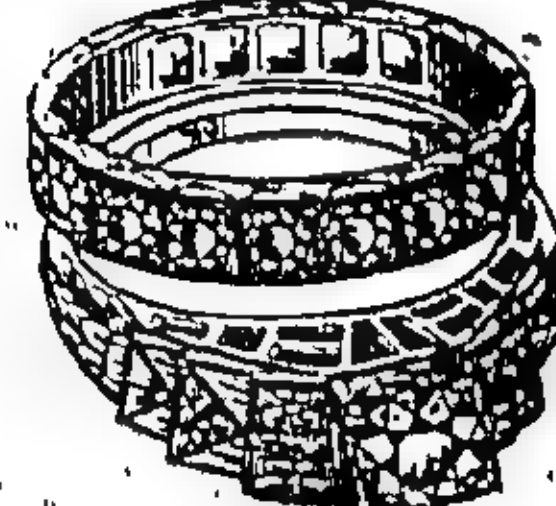
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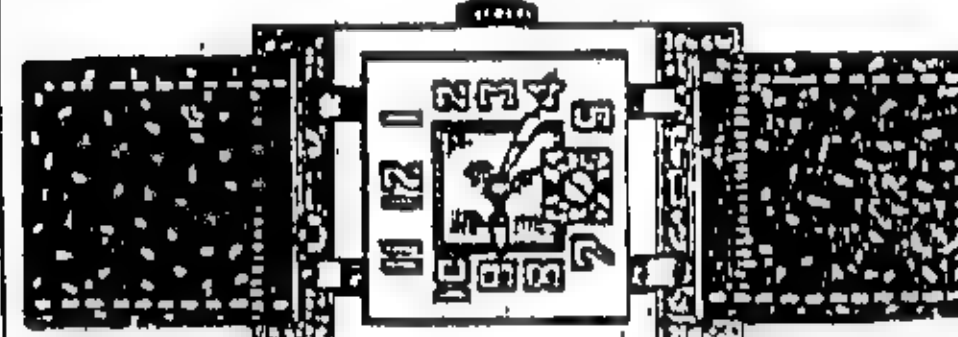
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QUEEN'S BUILDING.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Wilson Dollar, Mar. 23.
Pres. Van Buren, Dollar, Apr. 6.

AMOI

Haining, Douglas, Mar. 14.
Anking, B. & S., Mar. 16.
Anking, B. & S., Mar. 17.
Tjilboet, J.C.J.L., Mar. 17.
Haiching, Douglas, Mar. 18.
Tainan, B. & S., Mar. 19.
Tjikanang, J.C.J.L., Mar. 20.
Kiangchow, B. & S., Mar. 23.
Taima, B.I., Mar. 23.
Hosang, Jardine's, Mar. 23.
Resolute, J.C.J.L., Mar. 31.
Kumsang, Jardine's, Apr. 2.
Tibadack, J.C.J.L., Apr. 2.
Shirala, B.I., Apr. 5.
Namsang, Jardine's, Apr. 8.
Takliwa, B.I., Apr. 8.
Tjisoroca, J.C.J.L., Apr. 14.

ANTWERP

Kamo Maru, N.Y.K., Mar. 22.
Asia, Manners, Mar. 23.
Menelaus, B.F., Apr. 1.
Katori Maru, N.Y.K., Apr. 5.
Nanking, Gilman's, Apr. 14.

AUSTRALIAN PORTS

Tanda, E. & A., Mar. 16.
Taiping, B. & S., Mar. 18.
Tango Maru, N.Y.K., Mar. 20.
St. Albans, E. & A., Apr. 4.

BALIC PORTS

Asia, Manners, Mar. 23.

BALTIMORE

Clydebank, Bank, Mar. 16.

Trentbank, Bank, Mar. 31.

BANGKOK

Hiram, Thoresen, Mar. 16.

Kalpan, B. & S., Mar. 16.

Yingchow, B. & S., Mar. 20.

Hellas, Thoresen, Mar. 23.

Kiangau, B. & S., Mar. 23.

Helios, Thoresen, Mar. 30.

Hirundo, Thoresen, Apr. 6.

BELOWAN DELL

Pleasantville, Thoresen, Mar. 18.

Cremor, J.C.J.L., Mar. 27.

BOMBAY

Alipore, P. & O., Mar. 19.

Tottori Maru, N.Y.K., Mar. 27.

Hawalpindi, P. & O., Mar. 29.

Malwa, P. & O., Apr. 12.

BOSTON

Mayebashi Maru, N.Y.K., Mar. 14.

Clydebank, Bank, Mar. 16.

Tai Shan, Dodwell's, Mar. 20.

Pres. Wilson Dollar, Mar. 23.

Japanese Prince, Furness, Mar. 27.

Trenbank, Bank, Mar. 31.

Toba Maru, N.Y.K., Apr. 2.

Pres. Van Buren, Dollar, Apr. 6.

Nelcus, Blue Funnel, Apr. 7.

Chinese Prince, Furness, Apr. 10.

BREMER

Goslar, Melchers, Mar. 16.

Asia, Manners, Mar. 23.

Frankfurt, Melchers, Mar. 23.

Ramses, Jensen, Mar. 25.

Trier, Melchers, Apr. 5.

Dessau, Melchers, Apr. 12.

BRINDISI

Col. di Lana, Dwell's, Mar. 20.

Romolo, Dodwell's, Apr. 10.

CALCUTTA

Suisang, Jardine's, Mar. 14.

Muroran Maru, N.Y.K., Mar. 15.

Tilawa, B.I., Mar. 19.

Yuenang, Jardine's, Mar. 27.

Akita Maru, N.Y.K., Mar. 30.

Takada, B.I., Mar. 31.

CEBU

Bellingham, S.S.S., Mar. 20.

Nevada, S.S.S., Mar. 22.

Golden Sun, S.S.S., Mar. 27.

Texas, S.S.S., Apr. 4.

CHEFOO

Huichow, B. & S., Mar. 16.

Kueichow, B. & S., Mar. 23.

COLOMBO

Vogtland, Jensen, Mar. 14.

Kalyan, P. & O., Mar. 15.

Goslar, Melchers, Mar. 16.

Glenapp, Jardine's, Mar. 17.

Aeneas, B.F., Mar. 18.

Alipore, P. & O., Mar. 19.

Col. di Lana, Dwell's, Mar. 20.

Kamo Maru, N.Y.K., Mar. 22.

Frankfurt, Melchers, Mar. 23.

Pres. Wilson Dollar, Mar. 23.

Chenoneaux, M.M., Mar. 25.

Ramses, Jensen, Mar. 25.

Col. di Lana, Dwell's, Mar. 26.

Tottori Maru, N.Y.K., Mar. 27.

Hawalpindi, P. & O., Mar. 29.

Katori Maru, N.Y.K., Apr. 5.

Trier, Melchers, Apr. 5.

Pres. Van Buren, Dollar, Apr. 6.

Duisburg, Jensen, Apr. 8.

Romolo, Dodwell's, Apr. 10.

Dessau, Melchers, Apr. 12.

Malwa, P. & O., Apr. 12.

COPENHAGEN

Asia, Manners, Mar. 23.

DALNY

Luchow, B. & S., Mar. 16.

Chenan, B. & S., Mar. 23.

DUTCH PORTS

Goslar, Melchers, Mar. 16.

Vogtland, Jensen, Mar. 16.

Glenapp, Jardine's, Mar. 17.

Aeneas, B.F., Mar. 18.

Kamo Maru, N.Y.K., Mar. 22.

Asia, Manners, Mar. 23.

Ramses, Jensen, Mar. 25.

Menelaus, B.F., Apr. 1.

Duisburg, Jensen, Apr. 3.

Katori Maru, N.Y.K., Apr. 5.

Trier, Melchers, Apr. 5.

City of Tokio, Bank, Apr. 9.

Nanking, Gilman's, Apr. 14.

FOOCHOW

Haining, Douglas, Mar. 14.

Huichow, B. & S., Mar. 16.

Haiching, Douglas, Mar. 18.

Cheongshing, Jardine's, Mar. 21.

Chipshing, Jardine's, Apr. 8.

GOSAR

Vogtland, Jensen, Mar. 16.

Col. di Lana, Dwell's, Mar. 20.

Koemun, B.F., Mar. 20.

Lyons Maru, N.Y.K., Mar. 20.

Pres. Wilson Dollar, Mar. 23.

Ramses, Jensen, Mar. 25.

Duisburg, Jensen, Apr. 8.

Nanking, Gilman's, Apr. 14.

Pres. Van Buren, Dollar, Apr. 6.

Dessau, Melchers, Apr. 12.

GLASGOW

Aeneas, B.F., Mar. 18.

Koemun, B.F., Mar. 20.

GOTHENBURG

Asia, Manners, Mar. 23.

Nanking, Gilman's, Apr. 14.

HAIPHONG AND HOIHOW

Canton, M.M., Mar. 13/14.

Kingyan, B. & S., Mar. 18.

Yingchow, B. & S., Mar. 20.

Chekiang, B. & S., Mar. 27.

HAMBURG

Goslar, Melchers, Mar. 16.

Kalyan, P. & O., Mar. 15.

Vogtland, Jensen, Mar. 16.

Glenapp, Jardine's, Mar. 17.

Asia, Manners, Mar. 23.

Frankfurt, Melchers, Mar. 23.

Ramses, Jensen, Mar. 25.

Menelaus, B.F., Apr. 1.

Trier, Melchers, Apr. 5.

Duisburg, Jensen, Apr. 8.

City of Tokio, Bank, Apr. 9.

Dessau, Melchers, Apr. 12.

Nanking, Gilman's, Apr. 14.

HAYRE

Goslar, Melchers, Mar. 16.

Koemun, B.F., Mar. 20.

HONOLULU

Tenyo Maru, N.Y.K., Apr. 2.

Chichibu Maru, N.Y.K., Apr. 4.

Ginyo Maru, N.Y.K., Apr. 5.

Tatsuta Maru, N.Y.K., Apr. 14.

LOLO

Bellingham, S.S.S., Mar. 20.

Nevada, S.S.S., Mar. 22.

Golden Sun, S.S.S., Mar. 27.

JAPAN PORTS

Sauerland, Jensen, Mar. 14.

Calchas, B.F., Mar. 15.

Matsuyama, N.Y.K., Mar. 15.

Carnarvonshire, Jardine's, Mar. 17.

Kashima Maru, N.Y.K., Mar. 17.

Pres. Jackson, A.M.L., Mar. 18.

Emp. of Canada, C.P.S., Mar. 19.

Fiume, Dwell's, Mar. 19.

Nagasaki, P. & O., Mar. 19.

Tai Shan, Dodwell's, Mar. 20.

Ajax, B.F., Mar. 21.

Aki Maru, N.Y.K., Mar. 21.

Lahn, Melchers, Mar. 22.

Fernosa, Gilman's, Mar. 24.

Pres. Taft, Dollar, Mar. 25.

Taima, B.I., Mar. 25.

D'Artagnan, M.M., Mar. 26.

Hosang, Jardine's, Mar. 26.

Mirzapore, P. & O., Mar. 26.

Calcutta Maru, N.Y.K., Mar. 27.

Delhi, Gilman's, Mar. 27.

Glenapp, Jardine's, Mar. 28.

Rajputana, P. & O., Mar. 28.

Talhybius, B.F., Mar. 29.

Kulmerland, Jensen, Mar. 30.

Hakone Maru, N.Y.K., Mar. 31.

Pres. McKinley, A.M.L., Apr. 1.

Kumsang, Jardine's, Apr. 2.

Tenyo Maru, N.Y.K., Apr. 2.

Venezia, Dodwell's, Apr. 2.

Malaya, Manners, Apr. 3.

Chichibu Maru, N.Y.K., Apr. 4.

Mishima Maru, N.Y.K., Apr. 4.

Ginyo Maru, N.Y.K., Apr. 5.

Shirala, B.I., Apr. 5.

Belatana, P. & O., Apr. 6.

Khyber, P. & O., Apr. 6.

Namsang, Jardine's, Apr. 8.

Nellore, E. & A., Apr. 8.

Pres. Jefferson, A.M.L., Apr. 8.

Takliwa, B.I., Apr. 8.

Emp. of Russia, C.P.S., Apr. 9.

Malaya, Manners, Apr. 11.

Pembroke, Jardine's, Apr. 11.

Tatsuta Maru, N.Y.K., Apr. 14.

JAVA PORTS

Pleasantville, Thoresen, Mar. 18.

Tjisoroca, J.C.J.L., Mar. 18.

Tjikanang, J.C.J.L., Mar. 23.

Tjilboet, J.C.J.L., Apr. 1.

Tjilak, J.C.J.L., Apr. 8.

LIVERPOOL

Koemun, B.F., Mar. 20.

Lyons Maru, N.Y.K., Mar. 20.

LONDON

Kalyan, P. & O., Mar. 15.

Glenapp, Jardine's, Mar. 17.

Aeneas, B.F., Mar. 18.

Col. di Lana, Dwell's, Mar. 20.

Kamo Maru, N.Y.K., Mar. 22.

Rawalpindi, P. & O., Mar. 29.

Menelaus, B.F., Apr. 1.

Katori Maru, N.Y.K., Apr. 5.

City of Tokio, Bank, Apr. 9.

Malwa, P. & O., Apr. 12.

LOS ANGELES

Bronxville, Thoresen, Mar. 20.

Tai Shan, Dodwell's, Mar. 20.

Pres. Taft, Dollar, Mar. 25.

Tenyo Maru, N.Y.K., Apr. 2.

Ginyo Maru, N.Y.K., Apr. 5.

Pres. Jefferson, A.M.L., Apr. 8.

MANILA

Vogtland, Jensen, Mar. 14.

Pres. Taft, Dollar, Mar. 15.

Tanda, E. & A., Mar. 16.

Pleasantville, Thoresen, Mar. 18.

Taiping, B. & S., Mar. 18.

Tjisoroca, J.C.J.L., Mar. 18.

Tjikanang, J.C.J.L., Mar. 23.

Tjilboet, J.C.J.L., Apr. 1.

Tjilak, J.C.J.L., Apr. 8.

Tjisoroca, J.C.J.L., Apr. 14.

Tjikanang, J.C.J.L., Apr. 14.

Tjilboet, J.C.J.L., Apr. 14.

Tjilak, J.C.J.L., Apr. 14.

Tjisoroca, J.C.J.L., Apr. 14.

Tjikanang, J.C.J.L., Apr. 14.

Tjilboet, J.C.J.L., Apr. 14.

Tjilak, J.C.J.L.,

CHINA NAVIGATION COMPANY, LIMITED.

RAISON	"CHINKIANG"	On 15th Mar.	Daylight
SHANGHAI	"CHEKIANG"	On 16th Mar.	3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 16th Mar.	Daylight
SWATOW, SHANGHAI & TIENTSIN	"HUICHOW"	On 16th Mar.	10 a.m.
SWATOW & TIENTSIN	"KALGAN"	On 16th Mar.	11 a.m.
SWATOW, SHANGHAI & DALNY	"LUCHOW"	On 16th Mar.	5 p.m.
SWATOW, SHANGHAI & SINGAPORE	"ANKING"	On 17th Mar.	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	"HUPEH"	On 18th Mar.	Daylight
SWATOW & SINGAPORE	"KINGYUAN"	On 18th Mar.	11 a.m.
SWATOW & SINGAPORE	"TIANAN"	On 18th Mar.	5 p.m.
SWATOW & SHANGHAI	"YINGCHOW"	On 20th Mar.	11 p.m.
SWATOW & SHANGHAI	"YIYANG"	On 23rd Mar.	Daylight
SWATOW, SHANGHAI & TIENTSIN	"QENAN"	On 23rd Mar.	Daylight
SWATOW, SHANGHAI & DALNY	"KIANGHONG"	On 23rd Mar.	Daylight
SWATOW & SINGAPORE	"KIANGSU"	On 23rd Mar.	11 a.m.
SWATOW & SHANGHAI	"CHEKIANG"	On 27th Mar.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"KUEICHOW"	On 28th Mar.	11 a.m.

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CHANGTE	11th April	18th April
TAIPING	13th May	17th June
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M.S. "Malaya"	3rd April	13th May
M.S. "Danmark"	1st May	11th June
M.S. "Panama"	1st June	10th July
M.S. "Java"	1st July	10th Aug.
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CHRONORAUZ ... 26th Mar.	D'ARTAGNAN ... 26th Mar.
ATHOS II ... 8th Apr.	ANGERS ... 8th Apr.
D'ARTAGNAN ... 22nd Apr.	SPHINX ... 22nd Apr.
ANGERS ... 6th May	G. METZINGER ... 6th May
SPHINX ... 20th May	ANDRE LEBON ... 20th May
G. METZINGER ... 3rd June	POROS ... 3rd June
ANDRE LEBON ... 17th June	CHRONORAUZ ... 17th June

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Hour	Barometer at Sea Level	Wind	Direction	Force	Rain	Sun	Moon	Phase	Time	Barometer at Sea Level	Wind	Direction	Force	Rain	Sun	Moon	Phase	Time
		Inches	Mills																
Wladivostok	12	30.38	771.1	SE	3	0	6	30.12	764.9	30	NNE	3	0						
Nemuro	11	30.28	769.0	W	1	1	5	30.43	773.0	30	ENE	1	1						
Hokodate	"	30.33	770.3	SE	1	1	"	30.32	770.0	"	SE	1	1						
Tokio	"	30.43	773.0	SE	1	1	"	30.32	770.0	"	SE	1	1						
Kochi	"	30.28	769.0	E	2	2	"	30.73	753.0	"	SSW	5	5						
Nagasaki	"	30.04	763.0	E	2	2	"	30.76	758.0	"	W	1	1						
Kagoshima	"	30.03	764.0	SE	2	2	"	30.92	760.0	"	W	1	1						
Oshima	"	29.93	759.0	SE	2	2	"	30.96	761.0	"	NW	3	3						
Naha	"	29.80	757.0	SSE	2	2	"	30.02	763.0	"	N	2	2						
Ishigakijima	"	29.84	758.0	NW	3	3	"	30.16	766.0	"	SSE	1	1						
Bonin Island	"	"	"	NW	3	3	"	30.16	766.0	"	N	2	2						
Chefoo	15	29.97	761.2	NE	1	1	6	29.77	756.1	36	100	N	2	2					
Shanghai	14	29.88	759.0	43	79	WNW	4	30.02	762.6	39	90	W	4	4					
Gutalaff	"	29.85	758.2	43	79	WNW	4	30.03	763.2	40	100	WNW	4	4					
Sharp Peak	"	29.91	759.7	58	84	W	4	30.09	764.3	48	78	SE	2	2					
Amoy	"	29.97	761.2	58	84	W	4	30.13	765.3	47	98	WSW	2	2					
Swatow	"	29.92	759.9	58	84	W	4	30.10	764.4	54	70	W	2	2					
Taiho	11	30.04	760.5	57	91	WNW	4	30.11	764.7	54	"	N	2	2					
Taihu	"	30.00	762.0	59	"	"	"	30.04	762.9	54	"	N	2	2					
Taiwan	"	29.95	760.8	"	"	"	"	29.99	761.7	57	"	NNW	2	2					
Koshu	"	29.89	759.3	75	"	"	"	30.05	763.5	57	"	NNW	2	2					
Pescadore	"	29.89	761.7	61	"	"	"	30.05	763.5	57	"	NNW	2	2					
Hong Kong	14	30.01	762.2	68	50	WNW	4	30.05	763.3	52	69	NE	2	2					
Gap Rock	"	30.01	762.2	68	50	WNW	4	30.05	763.3	52	69	NE	2	2					
Macao	"	29.99	761.7	57	67	NNW	4	30.03	762.6	39	90	W	4	4					
Hoihow	"	30.04	763.0	61	78	NNW	4	30.03	762.6	39	90	W	4	4					
Pratas Island	"	29.96	761.0	69	75	"	"	30.11	764.7	54	"	N	2	2					
Phulien	16	30.04	762.9	68	60	SSE	4	30.03	763.3	52	69	NE	2	2					
Tourane	"	"	63	"	"	"	"	29.85	758.1	75	"	ENE	6	6					
Cape St. James	"	29.85	758.1	81	"	"	"	29.95	759.0	70	77	NW	2	2					
Roace	14	29.86	758.4	79	76	WNW	4	29.95	760.8	73	79	NW	2	2					
Aparri	"	29.85	758.1	86	65	N	"	29.93	760.2	73	75	N	4	4					
Tuguegarao	"	29.79	756.6	81	44	"	"	29.91	759.0	73	86	NNE	1	1					
Vigan	"	29.86	758.4	82	67	WNW	4	29.89	759.3	79	90	NE	1	1					
Manila	"	29.84	757.8	90	65	WSW	2	29.91	759.6	78	94	N	1	1					
Legaspi	"	29.81	757.2	86	65	NE	2	29.86	758.4	75	88	NE	4	4					
Calbayog	"	29.82	757.5	82	77	SE	2	29.89	759.0	73	86	NNE	1	1					
Tacloban	"	29.78	756.3	90	51	NE	4	29.89	759.0	73	86	NNE	1	1					
Iloilo	"	29.80	758.9	72	81	NE	4	29.87	758.7	73	96	SE	1	1					
Cebu	"	29.79	756.6	86	61	E	4	29.87	758.7	73	96	SE	1	1					
Surigao	"	29.79	756.6	86	61	E	4	29.87	758.7	73	96	SE	1	1					
Palapan	"	"	"	"	"	"	"	29.87	758.7	73	96	SE	1	1					
Guam	12.22	29.84	757.8	"	"	"	4.23	29.87	758.7	73	96	SE	1	1					
Yap	11.00	29.81	757.2	"	"	"	"	29.86	758.4	78	"	ENE	2	2					
Pelew	"	"	"	"	"	"	"	29.86	758.4	78	"	E	1	1					
Ponape	"	"	"	"	"	"	"	29.86	758.4	78	"	E	1	1					
Labuan	14	29.81	757.2	86	68	"	"	29.78	756.4	80	87	NE	6	6					

March 13d. 10A. 42m.—The anticyclone is central to the N.E. of Japan. A feeble anticyclone is central over S. China.
The depression has deepened and is central over S. Korea.
Moderate monsoon along the S.E. coast of China and over the China Sea.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 5.01 inches, against an average of 4.04 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MARCH 14.

District.

Forecast.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamcocks
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

N.E. winds, moderate; fine to cloudy.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, March 13.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	29.96	3.12	3.11
Temperature...	65	63	66
Humidity...	44	34	38
Wind...	NNW	E	E
Direction...	NNW	E	E
Force...	2	1	2
Weather...	B	B	B
Rain...	0.08	0.00	0.00

Highest open-air Temperature, 12: 68

Lowest open-air Temperature, 13: 53

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

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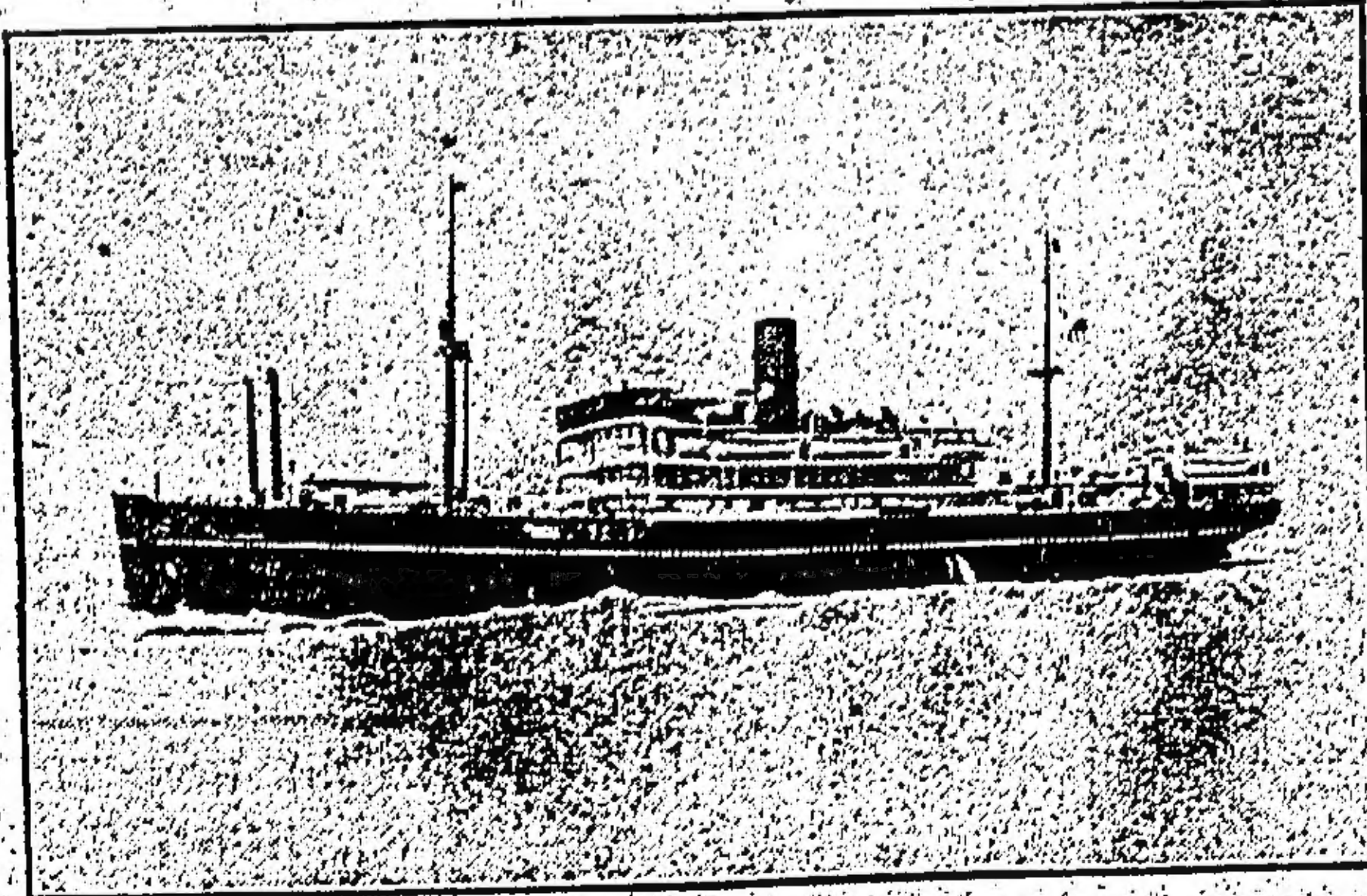
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	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF CANADA	Mar. 19	Mar. 23	Mar. 25	Mar. 27	Apr. 4
EMPEROR OF RUSSIA	Apr. 8	Apr. 13	Apr. 15	Apr. 17	Apr. 26
EMPEROR OF ARIA	Apr. 30	May 4	May 6	May 8	May 17
EMPEROR OF CANADA	May 15	May 19	May 21	May 23	May 30
EMPEROR OF RUSSIA	June 4	June 8	June 10	June 12	June 21
EMPEROR OF ARIA	June 25	June 29	July 1	July 3	July 12
EMPEROR OF CANADA	July 10	July 14	July 16	July 18	July 25
EMPEROR OF RUSSIA	July 23	July 27	July 29	July 31	Aug. 9
EMPEROR OF JAPAN	Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 23
EMPEROR OF ARIA	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
EMPEROR OF CANADA	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
EMPEROR OF RUSSIA	Sept. 17	Sept. 20	Sept. 22	Sept. 25	Oct. 4
EMPEROR OF JAPAN	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
EMPEROR OF ARIA	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
EMPEROR OF CANADA	Oct. 30	Nov. 3	Nov. 5	Nov. 8	Nov. 14
EMPEROR OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29

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Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
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Apr. 15, 5 p.m.	Apr. 20	EMPEROR OF ASIA	Apr. 25, Apr. 27

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CHICHIBU MARU (Maiden Voyage from Yokohama)	4th April
TATSUTA MARU	Monday, 14th April
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
MISHIMA MARU	Friday, 4th April
SIBERIA MARU	Saturday, 19th April
LONDON, Marseilles, Antwerp, Rotterdam, via Singapore, Penang, Colombo & Suez.	
KAMO MARU	Saturday, 22nd March
KATORI MARU	Saturday, 5th April
SYDNEY & MELBOURNE via Manila & Porto.	
TANGO MARU	Wednesday, 26th March
AKI MARU	Wednesday, 23rd April
BOMBAY via Singapore, Penang & Colombo.	
TOTTOBI MARU	Thursday, 27th March
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
GINYO MARU	Saturday, 5th April
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Porto.	
KANAGAWA MARU	Saturday, 5th April
NEW YORK, BOSTON via PANAMA.	
MAYBASHI MARU	Friday, 14th March
TOBA MARU	Wednesday, 2nd April
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.	
LYONS MARU	Thursday, 26th March
CALCUTTA via Singapore, Penang & Rangoon.	
MUROBAN MARU	Saturday, 15th March
SHANGHAI, KOBE & YOKOHAMA.	
MATSUYE MARU	Saturday, 15th March
KASHIMA MARU	Monday, 17th March
AKI MARU (Nagasaki direct)	Friday, 21st March

For further information, apply to—
NIPPON YUSEN KAISHA,
Telephone: C. No. 292, 3897 and 3921. (Private exchanges to all Depts.)

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

THE MOTOR VESSEL "CREMER"

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Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to a destinations in the Netherlands East Indies and Australia.

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Shipping News

Daily Statement, Waterfront News etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 14,900 TONS;
THROUGH CARGO
9,100 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo for	Through
	H.K.	Ports.
Soochow,	Shanghai 210	400
Taiyuan,	Canton —	600
Hang Sang,	Canton —	368
Suisang,	Amoy 723	968
Kingyuan,	Hoihow 1,300	—
Chekiang,	Hoihow 550	533
New Mathilde,	Fakhoi —	3,663
Dutch	Menado 6,068	178
Tjikim,	—	6,068

Japanese	Canton	Keelung	Hosei Maru	Rangoon Maru	Calcutta
Canton Maru,	Keelung 979	—	Sakito 2,350	1,000	—
Chinese	Tak Hing,	Macao 40	—	—	—
Total	14,907	9,145	—	—	—

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	7	5
Dutch	1	0
Norwegian	1	0
Japanese	3	5
Chinese	1	5
American	0	1
Portuguese	0	1
Total	13	17

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Soochow (Br.) Shanghai,	201
Taiyuan (Br.) Canton	78
Suisang (Br.) Osaka, Amoy	789
New Mathilde (Br.) Haiphong, Pakhoi	140
Total	1,308

WARSHIPS IN PORT.

The following warships were in port yesterday:—
Basin—Tamar, Petersfield, Iroquois, Somme, Marazion, North Arm—Kent.
West Wall—Herald.
In Dock—Serapis, Sandwich, Bridgewater.
No. 6 Buoy—Suffolk.
No. 7 Buoy—Stormcloud.
No. 8 Buoy—Bruce.
No. 12 Buoy—Seraph.
No. 13 Buoy—Sirdar.
Foreign Men of War—U.S. gunboat Mindanao; French gunboat Vigilante.

ARRIVALS.

March 13.

Chekiang, British str., 1,313 tons, Capt. J. Pringle, from Hoihow, buoy No. C37.—B. & S.
King Yuan, British str., 1,546 tons, Capt. J. D. Fraser, from Hoihow, buoy No. B13.—B. & S.
Marly, Norwegian str., 656 tons, Capt. A. Hovland, from Swatow, buoy No. C41.—K. Larsen & Co.
Norviken, Norwegian str., 1,770 tons, Capt. Jensen, from Shanghai, Taikoo Dock.—Wallim & Co.
Tjikini, Dutch str., 2,388 tons, Capt. J. Van, from Menado, buoy No. A3.—J.C.V.L.

March 13.

Adna, Norwegian str., 3,155 tons, Capt. A. Gunvaldsen, from Balikpapan, North Point.—A.P.C.
British Prince str., 4,947 tons, Capt. E. C. Evans, from Shanghai, buoy No. A1.—Furness F.E. Ltd.
Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Keelung, O.S.K. Wharf.—O.S.K.
Hang Sang, British str., 1,356 tons, Captain L. H. Hutchings, from Canton buoy No. B32.—J. M. & Co.
Malwa, British str., 5,980 tons, Capt. P. O. Britton, from Singapore, Kowloon Wharf.—MacKinnon Mackenzie.
Taiyuan, British str., 2,109 tons, Capt. R. Robertson, from Canton, buoy No. B8.—B. & S.
Tonjer, Norwegian str., 1,949 tons, Capt. H. Rasmussen, from Canton, buoy No. B51.—Dodwell & Co.
Volunteer, American str., 5,791 tons, Capt. C. H. Anderson, from Takao, Laichikok.—L. Everett Inc.

(Continued on next Column.)

CLEARANCES.

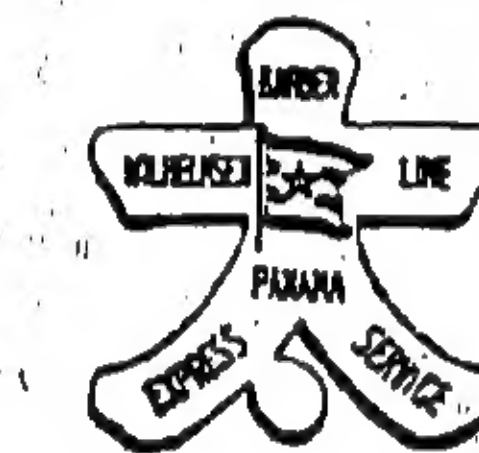
March 13.

Benrooch, for Shanghai.
British Prince, for Manila.
Canton, for Haiphong.
Chekiang, for Canton.
Helikon, for Saigon.
Huichow, for Canton.
Hydrangea, for Swatow.
Kwei Yang, for Amoy.
Malwa, for Shanghai.
Sui Sang, for Singapore.
Sunkong, for K. C. Wan.
Tai Yuan, for Amoy.
Tonjer, for Chinwangtao.

SHIPS IN HARBOUR.

The following vessels were in Harbour yesterday:—
Wharves:—Kowloon: Benrooch, Rangoon Maru; Holt's: Taiyung, A.P.C.—Taikookai; Utrecht: Jardine Matheson's; Hang Sang; Douglas Lapaik; Haining; Sunkong; Wing Lee; Chiu On; Hydrangea.
Docks:—Kowloon: Tanga, Gov. Taft, Angustino, San Bernardino, Vigilante; Taikoo: Shun Chih, Anking, Kako Maru, Linan, Tung Foong; Coimopolitan: Andrea.
Buoys:—At Van Heutze, A2; Taiyung, B1; Sui Sang, B9; Taiyuan, B11; Kwaiyang, B12; Soochow, B13; Kingyuan, C14; Huichow, C15; Chingtu, C19; Helikon, B21; Kalgan, B32; Hang Sang, C37; Chekiang, B38; Canton, C40; New Mathilde, C41; Marly, C42; Hiram, C43; Toyo Maru No. 5, B50; Hosi Maru.

Wing Wo, Portuguese str., 495 tons, Capt. I. D. de Lemos, from K. C. Wan, Saikong Wharf.—Chup Yick & Co.



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UNITED KINGDOM & CONTINENT

"CITY OF TOKIO"	London, Rotterdam, Hamburg & Hull	9th April
"CITY OF PEKIN"	London, Rotterdam & Hamburg	8th May

NEW YORK, BOSTON & BALTIMORE—AMERICAN AND MANCHURIAN LINE

"CITY OF EVANSVILLE"	...	16th May
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"CLYDEBANK"	...	16th March
"TRENTBANK"	...	31st March

MAURITIUS & SOUTH AFRICA—ORIENTAL AFRICAN LINE

"TINHOW"	...	10th April
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WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
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PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.
PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KALYAN"	9,144	15th Mar., Noon	Manila, L'don, Hull, H'bg, B'm & A'warp.
"ALIPPORE"	5,973	19th Mar.	Straits, Colombo & Bombay.
"RAWALPINDI"	16,619	25th Mar.	Bombay, Marseilles & London.
"MALWA"	10,980	12th Apr.	Bombay, Marseilles & London.
"RAJPUTANA"	16,568	28th Apr.	Bombay, Marseilles & London.
"BETULANA"	9,005	3rd May	Mars. L'don, Hull, B'm & A'warp.
"KASHGAR"	9,005	10th May	Mars. L'don, Hull, B'm & A'warp.
"NAGPORE"	9,135	17th May (Mar.)	Mars. L'don, Hull, B'm & A'warp.
"MANTUA"	10,946	24th May	Bombay, Mars. & London.
"KHYBER"	9,114	31st May (Mar.)	L'don, Hull, B'm & A'warp.
"KHYBER"	9,135	7th June	Marseilles, London & Hull.
"BANTURA"	16,601	21st June	Bombay, Marseilles & London.
"LAHORE"	5,304	28th June (Mar.)	L'don, Hull, B'm & A'warp.
"KARMALA"	9,135	5th July	Marseilles & London.
"MORBA"	10,954	19th July	Bombay, Marseilles & London.
"KALYAN"	9,144	2nd Aug.	Marseilles, London & Hull.
"RAJPUTANA"	16,568	18th Aug.	Bombay, Marseilles & London.
"KASHMIR"	8,995	30th Aug.	Marseilles & London.
"MANTUA"	10,946	13th Sept.	Bombay, Marseilles & London.
"KASHGAR"	9,005	27th Sept.	Marseilles & London.
"MALWA"	10,980	11th Oct.	Marseilles & London.

* Cargo only.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS			
Steamship	Tons	From Hongkong	Destination
"TILAWA"	10,006	19th Mar.	Singapore, Penang & Calcutta
"TALAMBA"	8,918	30th Mar.	do.
"TAKADA"	9,849	31st Mar.	do.
"TALMA"	10,000	16th Apr.	do.
"SHIRALA"	7,841	26th Apr.	do.
"TAKIWA"	7,936	29th Apr.	do.
"TILAWA"	10,006	19th May	do.

B.I.—Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"TANDA"	6,956	16th Mar., 11 a.m.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	4th Apr.	Island, Townsville, Brisbane, Sydney and Melbourne
"NELLORE"	6,853	2nd May	do.

* Calls Port Holland and Cairns.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hio, Cebu, Kolambagan, Tawau, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
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Yamaguchi, San Francisco, etc.
The P. & O. S.S. Co.'s Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"MALWA"	10,980	14th Mar., Noon	Shanghai, Moji, Kobe & Yama.
"NAGPORE"	9,135	19th Mar.	do.
"TALMA"	10,000	25th Mar.	Amoy, Sh'hai, Moji, Kobe & Osaka.
"MIRZAPORE"	7,715	26th Mar.	Shanghai, Moji & Kobe.
"RAJPUTANA"	16,568	28th Mar.	Sh'hai, Kobe & Yokohama.
"SHIRALA"	7,841	31st Apr.	Amoy, Moji, Kobe & Osaka.
"BETULANA"	9,005	6th Apr.	Sh'hai, Moji & Kobe.
"KHYBER"	9,114	8th Apr.	Sh'hai, Moji, Kobe & Yokohama.
"NELLORE"	6,853	8th Apr.	Sh'hai, Moji, Kobe & Yokohama.
"TAKIWA"	7,936	8th Apr.	Amoy, Moji, Kobe & Osaka.
"KASHGAR"	9,005	11th Apr.	Sh'hai, Moji, Kobe & Yokohama.
"MANTUA"	10,946	28th Apr.	do.
"TILAWA"	10,006	28th Apr.	Amoy, Moji, Kobe & Osaka.
"LAHORE"	5,304	5th May	Sh'hai, Moji, Kobe & Yokohama.
"KHYBER"	9,135	9th May	do.
"BANTURA"	16,601	23rd May	Sh'hai, Kobe & Yokohama.
"JEYPORE"	5,318	1st June	Sh'hai, Moji, Kobe & Yokohama.
"KARMALA"	9,135	2nd June	do.
"MORBA"	10,954	20th June	do.
"KALYAN"	9,144	4th July	do.
"RAJPUTANA"	16,568	18th July	Shanghai, Kobe & Yama.
"KASHMIR"	8,995	1st Aug.	Sh'hai, Moji, Kobe & Yokohama.
"KASHGAR"	9,005	29th Aug.	do.
"MALWA"	10,980	12th Sept.	do.
"KHYBER"	9,135	26th Sept.	do.
"MORBA"	10,954	10th Oct.	do.
"MADEONTA"	11,192	24th Oct.	do.
"RAWALPINDI"	16,619	7th Nov.	Sh'hai, Kobe & Yokohama.
"KALYAN"	9,144	22nd Nov.	Sh'hai, Moji, Kobe & Yokohama.
"BANONI"	16,650	5th Dec.	Sh'hai, Kobe & Yokohama.

* Cargo only. † Not carrying Passengers.

All dates are approximate and subject to alteration without notice.
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Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the co. carrying steamer.
All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
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